The Bombay Gazette.

No. 4,810. NEW SERIES.] BOMBAY: TUESDAY, JUNE 7, 1864. Annual Subscription in advance...RUPEES FIFTY-TWO.

THE BOMBAY GAZETTE.

TERMS OF SUBSCRIPTION.

For a year in advance, delivered in Town	Rs.	52 0
including postage	„	72 0
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Contract Rates may be learned on application at the Office, 32, Medow Street, Fort.

DOMESTIC OCCURRENCES.

Charge for notifying a Domestic Occurrence is One Rupee

BOMBAY.

DEATHS.

BAIRD—June 3rd, at the European General Hospital, Mr. John Prichard, Chief Inspector Municipal Police's Department, aged 45 years.

HIGG—June 4th, at the European General Hospital, Colonel Henry Kellogg, seaman ship *Hannibal*, aged [illegible] years.

[illegible]—June 5th, at the European General Hospital, Richard Green, late Quarter Master H. M.'s S. S. *Feroze*, aged 33 years.

BENGAL.

DEATH.

[illegible]—At 9-1, Elliott's Road, Calcutta, on the 26th [illegible], Robert Wright, aged 70 years, 2 months and 9 days.

MADRAS.

DEATH.

GEDDES—At Calicut, on the 25th May, Charles Henry Robinson Geddes, aged 23 years, 6 months, third son of James Loraine Geddes, late Surgeon General, Madras Army.

SHIPPING.

FOR LONDON DIRECT.

THE A 1 Barque YARRA, 442 Tons Register, Captain TEASDALE. For Freight apply to EWART, LATHAM & Co.

FOR LONDON.

THE fine fast sailing British Ship WINCHESTER, Captain SEWARD, 687 Tons, will have immediate despatch. For Freight or Passage apply to A. H. HUSCHKE & Co., Agents for the Captain and Owners.

FOR NEW YORK DIRECT. (WITH IMMEDIATE DESPATCH.)

THE Fine A 1 Iron Ship MARTABAN, 781 Tons register, Captain HEBBURN, having the greater portion of her Cargo on board will meet with immediate despatch. For Freight and Passage apply to W. NICOL & Co., Agents Ship *Martaban*.

Bombay, 2nd May 1864.

SHIP FOR SALE.

THE Oldenburg Bark "JOHANNA," classed 360 Tons, well found in Sails, Stores, Rigging, &c., and fit for immediate service. Apply to A. H. HUSCHKE & Co., Agents to the Owners and Captain of the Bark *Johanna*.

STEAM COMMUNICATION WITH THE MALABAR COAST, MADRAS AND CALCUTTA.

(Touching at Colombo should sufficient inducement offer.)

THE British India Steam Navigation Company's (Limited) Screw Steam Ship ARABIA, 1,040 Tons, 250 H. P., Captain HAMLIN, will be despatched on the 15th June, with Mails, Passengers, and Cargo, for Calcutta, touching, weather permitting, at Carwar, Cochin, or Anjengo, Tuticorin, Madras, Coconada, Vizagapatam and Bimlipatam.

W. NICOL & Co., Agents.

STEAM TO KURRACHEE AND THE PERSIAN GULF.

THE British India Steam Navigation Company (Limited) will despatch a Steamer to Kurrachee and the Persian Gulf, with Mails, Passengers, and Cargo, on 24th June.

W. NICOL & Co., Agents.

STEAM TO KURRACHEE.

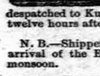
THE British India Steam Navigation Company's (Limited) Screw Steam Ship COMORIN, 560 Tons, 100 H. P., Captain TAUNTON, will be despatched to Kurrachee with Mails, Passengers and Cargo, twelve hours after arrival of the English Mail.

W. NICOL & Co., Agents.

N. B.—Shippers are particularly requested to send off arrival of the English mail steamers during the S. W. monsoon.

STEAM FROM BOMBAY TO SURAT EVERY TUESDAY AND FRIDAY.

STEAM FROM SURAT TO BOMBAY EVERY TUESDAY AND FRIDAY



THE Bombay Coast and River Steam Navigation Company (Limited) will dispatch a Steamer from Bombay to Surat every TUESDAY and FRIDAY, and from Surat to Bombay every TUESDAY and FRIDAY, as follow:—

DEPARTURES FROM BOMBAY TO SURAT.

Weather permitting.

Tuesday 7th June	MAHARAJ	at 6 P. M.
Friday 10th „	JOHNSTON CASTLE	at 6 P. M.

DEPARTURES FROM SURAT TO BOMBAY.

Tuesday 7th June	JOHNSTON CASTLE	at 1 P. M.
Friday 10th „	MAHARAJ	at 3 P. M.
Tuesday 14th „	JOHNSTON CASTLE	at 6 P. M.

The Steamer leaving Bombay on the 10th and Surat on the 14th instant, will be the last Steamer for the Season.

For rates of Freight and apply to the undersigned.

FLETCHER, COOPER & Co.

No. 7, Rampart Row, 4th June 1864.

OVERLAND ROUTE *via* TRIESTE.

(In direct communication with the P. and O. Co.'s Steamers to Suez.)

THE AUSTRIAN LLOYD'S MAIL STEAMERS leave Alexandria direct for Trieste weekly, immediately after the arrival of the Bombay and Calcutta Mails and Passengers from Suez. The distance between Alexandria and Trieste is 200 miles shorter than that between Alexandria and Marseilles and is much more agreeable, it being a coasting trip full of variety of beautiful scenery from the Island of Candia to the port of Trieste. The passage occupies only 4½ to 5 days and the Company employ on the line their best Steamers, built expressly for this service, and with special reference to the accommodation and comfort of Passengers, with an experienced Surgeon on board each vessel. At Trieste the traveller to England has an extensive choice of picturesques and interesting routs, occupying from 3 days 6 hour to 5 days to London at an expense varying from £7 to £13.

The railway between Trieste, Calais and Ostend, is completed throughout.

The Custom-house and Pass-port systems have been considerably modified and need not cause any apprehension of being vexatious or troublesome.

Passengers by the P. and O. Company's Steamers to Suez can have their baggage forwarded by that Company's Steamers to Southampton at a charge of 10s. per cwt., to which the Austrian Lloyd's Agent at Suez will attend.

The undersigned Agents are prepared to grant passage tickets for the Steamers plying between Alexandria and Trieste and for the railway between Trieste and Alexandria.

Rates of passage-money, including a *liberal* table and steward's fees from Alexandria to Trieste, *first-class* £15; *second-class* £10; *children* under 10 years at *half fare* and under 2 years *free*. *Reduced fares* for FAMILIES, consisting of no less than three members travelling together; *first-class* £12 7/3 per head; *second-class* £8-5 per head. Railway tickets are given to Alexandria with all the privileges of the Voyages by the P. and O. Co., *first-class* £7, *second-class* £3 10s.; *children* over 3 and under 10 years at *half fare*.

For further particulars, apply to

A. H. HUSCHKE & Co.,
Agents for the Austrian Lloyd

Bombay, 27, Medow Street.

NOTICE.

Travellers by the Overland route via Trieste can have their [illegible]-ports viséd for Austria and Prussia by the undersigned.

A. C. GUMPERT,
Consul for Austria and Prussia.

Bombay, 27, Medow Street.

NOTICE.—Consignees of Cargo per Ship *Sparkler*, from Liverpool, are requested to despatch boats at once to take delivery, otherwise the same will be landed at the risk and expense of the concerned.

W. NICOL & Co.,
Agents Ship *Sparkler*.

Bombay, 27th May 1864.

NOTICE.—Consignees per *Campbell*, from London, are requested to despatch Boats at once for their Goods, failing the same will be landed by the Captain at the risk and expenses of the consignees.

W. NICOL & Co., Agents Ship *Campbell*.

Bombay, 3rd June 1864.

NOTICE.—Consignees of Cargo per *Duleep Singh*, from Liverpool, are requested to despatch Boats at once to take delivery, otherwise the same will be landed at the risk and expense of the concerned.

W. NICOL & Co., Agents Ship *Duleep Singh*.

Bombay, 3rd June 1864.

NOTICE TO CONSIGNEES OF CARGO PER SHIP "HANNIBAL" FROM LIVERPOOL.—With reference to previous Advertisement, the Customs Authorities not having granted us permission to land the unclaimed Cargo by this vessel at the Elphinstone Bunder, we have been compelled to land it at the risk and cost of the concerned, on the Town Bunder; with instructions that the same be retained until our claims for Boat-hire, Landing, Watching, &c. have been paid.

W. NICOL & Co.,
Agents ship *Hannibal*.

Bombay, 31st May 1864.

NOTICES.

NOTICE.—Consignees of Cargo per French Barque *Aurore*, Captain MAILLARD, from Bordeaux, are requested to send off Boats at once to take delivery of their respective Goods, otherwise the same will be landed at their expense and risk.

Captain MAILLARD will not be responsible for the condition of any package after it has left the ship.

RUSTOMJEE H. WADIA,
Agent for Barque *Aurore*.

CONSIGNEES OF CARGO per ship *Tartar*, Captain SMITH, arrived from London, are requested to send off Boats at once to take delivery of their respective Goods otherwise the same will be landed at their expense and risk.

Captain SMITH will not be responsible for the condition of any package after it has left the ship.

WATSON, BOGLE & Co.,
Bombay, 31st May 1864. Agents ship *Tartar*.

NOTICE.—Consignees of Cargo per *Caribbean*, from London, are requested to send off Boats for their Goods as they come to hand, failing which, the same will be landed by the Captain at the risk and expense of the concerned.

Captain ROBINSON will not be responsible for the condition of any Package damaged by *rain* or otherwise after it leaves the Ship's Deck.

EWART, LATHAM & Co.
Agents for the *Caribbean*.

Bombay, 4th June 1864.

NOTICE TO CONSIGNEES OF CARGO PER "EARL DALHOUSIE."—Several Consignees having failed to send Boats for their Cargo in consequence of which the discharge of the Vessel is much delayed, it is hereby notified that all Goods, for which Boats are not alongside to take delivery as they come to hand, will be landed by the undersigned at the risk and expense of the concerned, and will be held as security for the payment of all costs so incurred.

Captain CAMPBELL will not be responsible for the condition of any Package after it has left the Ship's deck.

A. H. HUSCHKE & Co.,
Agents for the Owners and Captain of the *Earl Dalhousie*.

4th June 1864.

NOTICE.—Consignees of Cargo per British India Steam Navigation Co.'s Steamers, are requested to produce Bills of Lading, or other documents they may have, and take immediate delivery of their Cargo now lying on the Carnac Bunder.

The Company hereby give notice, that they will not hold themselves responsible for any damage the Cargo may sustain whilst on the Bunder.

A list of this Cargo may be seen by application at the Company's Office.

W. NICOL & Co.,
Bombay, 19th May 1864. Agents B. I. S. N. Co. (Ltd.)

N. B.—The first rains last year caused serious damage to goods from inattention of Consignees to this notice.

THE PRINCE OF WALES SHIPPING Co. (LIMITED.)

धि प्रिन्स आफ वेल्स शिपिंग कंपनी लिमिटेड.

धो पर्‌हीनय स्याट वेलश शीपीन कमपनी
(लीमीटेड.

CONSIGNEES OF CARGO per *Romania*, Captain CRUIKSHANK, from Liverpool, are requested to send off Boats for their Goods without delay, otherwise they will be landed by the Captain as they come to hand, at the consignees' risk and risk of the concerned.

Captain CRUIKSHANK will not be responsible for the condition of any package damaged by *rain* or otherwise after it leaves the ship's deck.

EWART, LATHAM & Co.,
Bombay, 2nd June 1864. Secretaries and Treasurers.

TENDERS will be received by the Superintendent of Marine up to noon of the 10th instant for the conveyance from Bombay to England of

8 Invalids	a party consisting of Troops
21 Men in health.	and Invalids, the probable strength
2 Women.	of which is noted in the margin.
93 Children.	

Tenders should specify the date upon which the vessel will be ready to receive Troops, also the rates per head in Indian Currency, the ship finding Fittings, Provision, and Water.

The Biscuit must be purchased from the Commissariat Department.

Two-thirds of the Passage Money will be paid in Bombay and the remaining one-third on the arrival of Troops in England.

All Tenders must be made in a Form to be obtained at the Office of the Agent for Transports, which will furnish further necessary information for parties tendering.

By order of the Superintendent of Marine,
GEO. INGLE, Secretary.

Office of the Superintendent of Marine, Bombay, 6th June 1864.

SALE OF LAND ON THE ESPLANADE.—PRELIMINARY ADVERTISEMENT.—The Rampart Removal Committee propose, with the concurrence of Government, to sell by Public Auction, on or about the 1st of August next, a few lots of ground, on the site of the old Ramparts.

The lots will be sold on Building Leases of 99 years, and will have frontages of from 30 to 40 feet each, with a depth of from 120 to 140 feet. The frontage will be cast-ward facing the old town.

There will probably be 5 such lots, forming one block, in Hornby Row, in the neighbourhood of the old Bazar Gate.

5 Lots in Rampart Row 140 feet deep.
5 Lots in Rope Walk Row 140 feet deep.

Further particulars will be furnished in future Advertisements, but in the mean time any information the Rampart Removal Committee can furnish with reference to the conditions which it is proposed to insert in the leases, may be obtained on personal application to the undersigned at his office near the Cooperage until the 10th instant.

J. TRUBSHAWE,
Architectural Secy. to the Rampart Removal Committee.

Bombay, 1st June 1864.

BOMBAY HOUSE AND LAND INVESTMENT COMPANY (LIMITED.)

બોમબે હાઉસ એનડ લેનડ ઈનવેસ્ટમેનત કંપની
લીમીટેડ.

बंबे हाऊस बँड लांड इंवेस्टमेंट कंपनी
लिमिटेड.

A SPECIAL GENERAL MEETING OF THE SHAREHOLDERS will be held at the Office of the Company, on MONDAY, the 13th June, at 3 P.M., to confirm the following Resolution passed at a Meeting held on the 11th May 1864, viz:—

"That the Directors of the Company shall be at liberty from time to time as they may think fit, to sell, mortgage, lease, or let for the benefit of the House and Land Investment Company, all or any portion or portions of any Lands, Buildings, or Premises, which the Company may, for the time being, hold or possess, and upon such terms and subject to such conditions as they may think fit."

ALEX. C. BRICE & Co.,
Secretary and Treasurers.

8, Hornby Row, Bombay, 3rd June 1864.

NOTICE.—Sealed Tenders will be received at the Office of the Surveyor to the Municipal Commissioner at 3 o'clock P.M., on Thursday, the 9th instant, for the construction by contract of

Twenty Night Soil Carts, and Twenty Scavenging Carts, as per pattern, to be seen in the Surveyor's Office.

ALSO,

For the daily supply by contract of 2 Candies and 5 Phurras of Gram and 5,250 Bundles of Hay, at such time and place as may be appointed.

A deposit of two per cent. will be required to accompany each Tender, to be forfeited in case of any evasion in signing the Deed of Contract.

The Surveyor does not bind himself to accept the lowest or any Tender.

R. SIMS,
Acting Surveyor to the Municipal Commissioners.

Bombay, 4, Hornby Row, 3rd June 1864.

THE MANOCKJEE PETIT'S SPINNING AND WEAVING COMPANY.—The Directors having made a Twelfth and Final Call, the Shareholders of the above Company are requested to pay in, at the office of the Company, on or before THURSDAY, the 7th July 1864, Rs. one hundred per Share.

Interest at the rate of 12 per cent. per annum will be charged on all Calls paid within one month after that date; after the expiration of that period the Shares will be liable to forfeiture.

By order of the Board of Directors,
PESTONJEE DADABHOY, Secretary.

Bombay, 4th June 1864.

NAVIGATION AND LOCAL MARINE BOARD EXAMINATION.—The undersigned (who holds a Certificate (Extra) of Competency from the Board of Trade) intends to give Lessons in the Mornings from 7 to 10, and Evenings from 5 to 8, unoccupied, is prepared to give LESSONS IN NAVIGATION, and to prepare Candidates for Marine Board Examinations in accordance with the Rules of the Board of Trade.

Testimonials can be seen on application.

References kindly permitted to:—

Captain J. W. YOUNG, C.B. (late I.N.,)
Superintendent Bombay Marine.
Captain W. C. BARKER, (late I.N.,)
Master Attendant.
Captain T. ROBINSON, (late I.N.,)
Superintendent Floating Barteries.
Captain HAYMAN, Shipping Master.
Captain DIXON, Lloyd's Surveyor.

☞ Shipmasters' Chronometers carefully tested and rates determined for them if required.

J. WILLIAMS,
5, Bake House Lane, Fort. Late Master R.N. & I.N

NEW GAMES FOR IN AND OUT-DOOR AMUSEMENT.—

Croquet	„ Decimal Puzzle
Armstrong Gun	The Rotatory Gammon
Conjuring Tricks in Boxes	„ Aunt Sally
Circassian Pusele	„ Ringolette
Parlour or Lawn Bowls	„ Russian Bear Hunt
The Chinese Imperial Game	„ English Loto
(of Frogs and Toads	„ Targetta
Boxes of Puzzles	„ Red, White, and Blue
Troco or Lawn Billiards	„ Mercules, or Nine Men's
Bowling Green Bowls	Morris
The Boat Puzzle	„ Game of War
The Tournament	„ Puff and Dart
The "In statu quo Chess-board"	„ Schimmel or Bell and Hammer.
The Portable B. C. D. Board	„ Gwalior
Staunton Chess Men	„ Hard Lines
Cannonade or Castle Bagatelle	„ Traveller's Dodecahedron, or a Voyage round the World.
German Billiards	„ Oxford University Boat Race.
Historical Loto	
Numerical Puzzle	
The Game of Squails	
„ „ Non Plus	

Brass and Steel Quoits of different weights.

Received by TREACHER & Co., Limited,) Bombay (Fort and Byculla,) and Poona.

NOTICES.

WANTED.—A thoroughly competent BOOK-KEEPER. Address with references and qualifications "S," at this Office.

WANTED, by an European Firm, a BOOK-KEEPER, of energy and experience. A liberal salary will be given to a thoroughly competent person. Apply, stating terms and handing copies of testimonials, to "W." care Publisher *Times of India*.

NOTICE.—The undersigned have this day removed from No. 1 Meadow Street, to the premises immediately opposite.

Bombay, 1st June 1864. P. GRANT & SON, Saddlers.

TIFFINS! TIFFINS!! TIFFINS!!!—The best Tiffin in Bombay to be had at half-past one o'clock daily, at the Cambridge Hotel.

E. LARTER, Proprietor.

Also, a first-class Billiard Table.

A CARD.—MR. G. LATHAM, Civil Engineer Architect and Surveyor. Offices—9 Rampart Row, Fort.

TREACHER & Co. (LIMITED).—NOTICE is hereby given, that the Meeting of the Shareholders lately advertised to take place on the 25th instant, is postponed until the 15th proximo.

By order of the Directors,
23rd May 1864. W. H. SARGENT, Secretary.

NOTICE.—MR. PIERRE PAGLIANO has been admitted my partner from the 15th instant, and our business will be carried on in future as Merchants and Commission Agents under the style of PAGLIANO & Co.

Bombay, 26th May 1864. ALBERT VINAY.

N. B.—All applications, concerning Messrs G. W. WHEATLEY & Co.'s Overland Agency, should be addressed to the new Firm.

NOTICE.

The undersigned have this day removed from No. 5, Forbes Street, to No. 10, Hummum Street.

26th May 1864. PAGLIANO & Co.

ASIATIC BANKING CORPORATION.—The Company's Deed of Settlement is now ready for signature at the Office of the Corporation, and Provisional Stock Certificates will be issued in exchange for the Call Receipts. Holders, not being allottees,—are requested to see that these are regularly endorsed, as, otherwise, they cannot be recognised.

For the Promoters,
A. MORRISON, Agent.

Rampart Row, Bombay, 7th June 1864.

IMPROVED DOUBLE ACTION MACARTHY COTTON, GINS, PLATT and RICHARDSON'S PATENT 1863.—These Gins of 12 inches wide for Hand Power, and 40 inches wide for Steam, or Bullock Power, gives larger out-turn and produce more clean Cotton from the same quantity of Seed than any other Gin requiring the same power. They do not crush the seeds or in any way injure the fibre of the Cotton.

The Gins may be seen working, and samples of any description of Cotton may be cleaned, at the Bombay Offices of Platt Brothers & Co., 7 Hanumant Street, Fort, where prices, and other information may also be obtained.

R. NEWTON,
Agent for Platt Brothers & Co.

May, 1864.

THE following Passages are required:—

FROM BOMBAY TO CAPE OF GOOD HOPE.

For (3) three time-expired Men of Her Majesty's Military Service.

FROM BOMBAY TO SINGAPORE.

For (8) eight time-expired Convicts.

By order of the Superintendent of Marine,
GEO. INGLE, Secretary.

Superintendent's Office, Bombay, 14th May 1864.

ROYAL BANK OF INDIA.—FINAL CALL OF RS. 25 PER SHARE.—NOTICE is hereby given, that in pursuance of a Resolution of the Board of Directors, the Shareholders are required to pay the Final Call of Rs. 25 per Share on or before the 1st day of July 1864; after which date Interest will be chargeable on the arrears at the rate of 9 per cent. per annum.

By order of the Board,
Bombay, 19th May 1864. J. GORDON, Manager.

EUROPEAN PENSIONERS' AND WIDOWS' HOME, TARDEO.—Supported by Voluntary Contributions.—Donations to the above Institution of Clothes, and Books (suitable for the Pensioners' Library), will be thankfully received and duly acknowledged by the Secretary.

Major J. T. ANNESLEY, Treasurer, Captain TURNER, Secretary.

KURRACHEE LANDING AND SHIPPING COMPANY (LIMITED).—Notice is hereby given, that a further Call of Rupees 150 per Share is payable on all Shares in the above Company on or before the 15th day of June next to the undersigned, or to Messrs. W. NICOL & Co., Bombay.

FLEMING & Co., Secretaries and Treasurers.

Kurrachee, 27th May 1864.

BANK OF INDIA.—Notice is hereby given, that a Special General Meeting of the Shareholders will be held within the Bank's Office on MONDAY, the 20th instant, when the following Resolutions which were agreed to at the General Meeting held on the 18th day of May last, will be submitted for confirmation:—

1. That the number of the Shares in the Capital of the Company be reduced from 40,000 to 24, 00 by allotting three shares of Rupees 250 each to each holder on the 5th day of June next, of five original Shares the same to be taken in exchange for such original Shares.

2. That the Capital of the Company be increased to Rupees One Crore by the issue of 16,000 new Shares of Rupees 250 each, and that two of such new Shares be offered to each Shareholder at par in respect of every five original Shares in the Capital which he may hold on the same 15th day of June 1864.

By order of the Board of Directors,
Bombay, 3rd June 1864. JOHN GRAY, Manager.

BANK OF BOMBAY.—Notice is hereby given, that under Section XXVIII of Act X. of 1863, a Special General Meeting of the Proprietors of the Bank of Bombay, will be held, within the Bank Premises, on THURSDAY, the 16th June next, at eleven o'clock in the forenoon, for the purpose of appointing Auditors for the current year.

By order of the Board of Directors,
JAMES BLAIR, Secretary and Treasurer.

UNITED MERCANTILE COMPANY (LIMITED.)

યુનાઈટેડ મરકનટાયલ કંપની લીમીટેડ.

युनाइटेड मरकनटायल कंपनी लीमीटेड.

NOTICE.—The Share Certificates for the above Company are now ready for issue, and it is requested that the Receipts granted for the first Call be sent to the undersigned to be exchanged for the Share Certificates.

EWART, LATHAM & Co.,
Secretaries and Treasurers.

Offices, Bombay, No. 1, Bruce Lane, 14th May 1864.

THE SECRETARY AND TREASURER BANK OF BOMBAY.

SIR,—Under Clause XL. of Act X. of 1863, we beg to request that you will call a SPECIAL GENERAL MEETING of Proprietors on THURSDAY the 9th June 1864, to take into consideration the advisability of rescinding the Resolution passed at the Special General Meeting of Proprietors held on the 7th March last, and to substitute therefor one authorising the issue of one new Share for each old Share in place of one for every *two* as formerly resolved.—We have the honor] to be, Sir, your most obedient servants,

BYRAMJEE JEEJEEBHOY.
NUSSERWANJEE MANOCKJEE.
LIMJEE MANOCKJEE.
D. JEEJEEBHOY.
THOMAS CRAWFORD.
ARDASEIR BOMANJEE.
PREMCHUND ROYCHUND.
DHUNJEEBHOY COWASJEE.
CURSONDASS MUDDUNJEE.
KHIMJEE VUNDRAVUN.
RUGNATHJEE NATHOO.
OOTHOWJEE MOWJEE.
THOMAS JONES.
DAVID LAUCHLAN.
SORABJEE COWASJEE POWALLA.
CURSETJEE PALONJEE POWALLA.

I accordance with the above Requisition, I hereby give notice that a Special General Meeting of the Proprietors will be held at the Bank Office on THURSDAY the 9th day of June next, at 11 o'clock in the forenoon, to consider the above Requisition.

JAMES BLAIR, Secretary and Treasurer.

Bank of Bombay, 7th May 1864.

SUN FIRE OFFICE.—The undersigned are prepared to accept risks against Fire on Dwelling and Warehouses within and outside the Fort Walls.

For particulars apply to

LECKIE & Co., Agents Sun Fire Office.

THE LONDON ASSURANCE; INCORPORATED BY ROYAL CHARTER, 1720, FOR INSURING BUILDINGS, GOODS, MERCHANDISE, AND VESSELS IN FIRE.—For rates of Premium and full particulars apply to the undersigned, who are authorised to grant Policies of Insurance against Fire.

EWART, LATHAM & Co.

THE LONDON ASSURANCE
INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST, A.D. 1720.

HEAD OFFICE IN LONDON:
No. 7, Royal Exchange, Cornhill, E.C.
John Alexander Hankey, Esq., *Governor.*
Bonamy Dobree, Esq., *Sub-Governor.*
Patrick F. Robertson, Esq., *Deputy-Governor.*

Directors.

Nathaniel Alexander, Esq.	Edwin Gower, Esq.
John Alves Arbuthnot, Esq.	Samuel Gregson, Esq., M.P.
Richard Baggallay, Esq.	A. C. Guthrie, Esq.
Henry Bonham Bax, Esq.	Louis Huth, Esq.
James Blyth, Esq.	Charles Lyall, Esq.
Edward Budd, Esq.	John Ord, Esq.
Charles Crawley, Esq.	Capt. R. W. Pelly, R. N.
Sir Frederick Currie, Bart.	David Powell, Esq.
F. G. Dalgety, Esq.	Alexander Trotter, Esq.
John Entwisle, Esq.	William Bryce Watson, Esq.
Robert Gillespie, Esq.	Lestock Peach Wilson, Esq.
Harry George Gordon, Esq.	

John Laurence, Esq., *Secretary.*

THE CORPORATION of the London Assurance have appointed Agents for the issue of Policies for Marine Assurance in India and China as under:—

Bombay	Messrs. EWART, LATHAM, & Co.
Madras	Messrs. ARBUTHNOT & Co.
Calcutta	Messrs. MACKILLOP, STEWART & Co.
Hong-Kong	Messrs. DENT & Co.
Shanghai	Messrs. DENT & Co.

The undersigned are prepared to issue Policies of the Corporation of the London Assurance as above, payable either here, in London, or at any of the above-named Agencies.

EWART, LATHAM & Co., Agents.

5th March 1864.

HOUSES, &c., TO LET.

TO LET.—Several Godowns at the Victoria Bunder. Apply to

RITCHIE, STEUART & Co.

TO BE LET, two large ROOMS well adapted for offices. Apply to 17 Church Street.

TAYLOR, RANDALL & Co.

TO LET, in Rampart Row, a good sized ROOM suited for a Barrister's or Broker's Office.—Apply to LEGGATT & Co.

TO LET.—The Premises, No. 15, Rampart Row, next to the P. and O. S. N. Company's Office, and now occupied by the undersigned, to whom apply.

LEGGATT & Co.

GODOWNS TO LET.—In Forbes' Street, Fort, and near the Musjid Bunder, large pucka-built Godowns.

STEARNS, HOBART & Co.

6, Apollo Street.

TO BE LET, light, airy, and commodious OFFICES, very cool, and a convenient distance from the Court House, Custom House, &c. Rent moderate. Apply to "X. Y." *Bombay Gazette*.

11th April 1864.

TO LET.—A nice compact BUNGALOW of four Rooms, Compound, Vehar Water, partly furnished, and situated in Mazagon. Rent Rs. 150 per month. Furniture can be had at a valuation. Apply to MR. PESTONJEE BURJORJEE, No. 1, Hornby Row.

FOR SALE.

FOR SALE.—A 12 inch Hydraulic Press complete, with a set of Hand Pumps, Connecting Pipes, and Spare Leathers. Apply to FLETCHER & MITCHELL, Metal Mart, Boree Bunder.

Bombay, 2nd June 1864.

FOR SALE, HOUSES AND LANDS at and near Paunchgunny.

Lands in the vicinity of the new Foras Road leading towards Elphinstone Road in the Island of Bombay. Apply to Apollo Street, 2nd April 1864. BRIGGS & Co.

FOR SALE.—The fine Bombay Teak built Frigate Ship HEREFORDSHIRE, 1,354 tons register, now classed ✠ 1 in red, at Lloyds; well found and in good order.

Inspection by intending purchasers is invited. Apply to EWART, LATHAM & Co.

FOR SALE AT THE GODOWNS OF THE UNDERSIGNED.—CORRUGATED SHEET IRON, suitable for Roofing. A quantity of ITALIAN ZINC No. 15.

29th January 1864. HEYCOCK & Co.

FOR SALE—

Ornamental Cast Iron Pillars and Lamps.
"Milner's" Patent Fire Proof Safes.
Ornamental Cast Iron Gutters and Rain Water Pipes.
Corrugated Iron and Fluted Zinc for Roofing.
Fire Brick and Clay.
Steam Indicators, Valves and Cocks.
Bar and Plate Iron.
Boring Apparatus for Foundations &c.
Engineers' and Contractors' Tools.

FLETCHER AND MITCHELL.

Metal Mart, Boree Bunder, 19th April 1864.

FOR SALE AT TUDOR AND CO.'S ICE HOUSE—

400 Cases Boston Mauffy's best Chewing Tobacco.
787 Cases Rock or Kerosine Oil.
500 Cases Naptha or Bunzole used by painters instead of, and preferred to, Turpentine.
100 Cases American Clocks.
125,000 Feet Deals, 1, 2, and 3 inch.
190 Kegs and 147 Kitts Butter. Packages from 7 to 11 lbs.
93 dozens Tins Fresh Oysters.
43 „ „ Spiced „
46 „ „ Lobsters. „
546 „ „ Fresh Salmon.
6 Cases Pain Killer, 120 Ice Pitchers, 10 Refrigerators, and 117 Barrels of apples.
260 Boxes and 77 Cases Soap.

BENJ. F. FIELD, Junior, Agent.

Bombay, 30th May 1864.

TO ENGINEERS, CONTRACTORS, AND MACHINISTS.—THE undersigned have on hand, and for arrival, the undernoted Engines, and other machinery, from the Engineering works of Messrs. T. M. Tennant & Co., Edinburgh and Leith.

3 H P }	Condensing Steam Engine and Boiler.	
2 H P }		
12 H. P. Horizontal high pressure Steam Engine.		
10 H. P. Upright Steam Engine and Boiler.		
4 H. P. Portable Steam Engine and Multitubular Boiler.		
Portable Punching and Shearing Machines.		
Plantation Ploughs.		
Drilling Machines, double geared, Self-acting.		
Screw Cutting Gap Lathes.		
Single and Double Acting Donkey Pumping Engines.		
Upright Boilers for do.		
Hydraulic Presses.		
Screwing Machines.		
A strong Carry for conveyance of Boilers.		
A Cotton Gin.		
Self-acting Saw Bench, with Saws complete.		
Circular Saws.		
Lithographic Presses; various sizes.		
A set Heavy P.ate Bending Rollers, on base plate.		
Spigot and Faucet Pipes.		
Ornamental Cast Iron Garden pumps, with handles, various sizes.		
Steel Mill Picks, and handles, &c. &c.		
Brass Water Guages, Gauge Cocks, Glass Tubes, Brass Cocks, Stop Cocks, Smith's Patent Steam Indicators.		
Upright Self-acting Saw Frames, to take in 24 in. Timber.		
Six in. Centre Screw Cutting Foot Turning Lathe.		
3 ft. 6 in. Corn mills with French Stones.		
4 ft. do. do.		
Bevel Metre Cog-wheels.		

For full particulars, purchasers are requested to apply to Mr. Andrew Laing, Machinist, Tardeo, where tracings of all the Machinery may be seen.

FRAMJEE, SANDS & Co.,
Agents to Messrs. T. M. Tennant & Co.

Bombay, 10th February 1864.

THE undersigned have for sale at their Godowns at the following Agricultural implements, expressly made for the soil of the Deccan, Konean and Guzerat; for Bullocks, with extra fittings.

1 Improved Scarifier with Pole for Bullocks, with extra Blades.
1 Plough, 2 wheel Skim Coulter, Steel Breast and Pole for Bullocks, with extra Blades.
1 Do. do. do. do. do.
1 Do. Complete with Pole for Bullocks, with extra Blades.
1 Improved Crosskill's Clod Crusher, 3 in. 3 in. wide, with Travelling Wheels for Bullocks; spare Wheels.
1 Reed's Patent wood subsoil Plough, with extra Blades.
1 Lawn Mowing Machine.
1 Seven row small occupation Corn Drill, 4 ft., with Pole and extra fittings.
1 Rope Cup Drill for sowing Linseed, Rapeseed, and all sorts of smallest Seeds, saving much labour.
Also Iron Piping on Screw principal.
6 feet 9 inch, 1½ inch Bore, and 1 inch Iron Pipes.
Connecting Bends, Springs, Elbows, Ties, Crosses, Iron Cocks, Caps, Plugs, Nipples, Backnuts, Sockets, Pipe Tongs, Socket Tongs, &c. of different sizes.
Lead Pipes, assorted sizes, of 1 inch and ½ inch.
Corrugated Iron Roofing.

ALSO,

96 by 8 = 3 by 24	Japanned Wire Netting, 24 inches wide, in one and two inch mesh.	
84 by 8 = 3 by 28		
72 by 8 = 3 by 28		
Galvanized Wire Netting, 24 inches wide, in 1½ and 4 inch mesh.		

1 Self-acting, screw-cutting Lathe, with 5 inches double split collar, head stock, best wheel centre slide rest and hand rest on planed Iron bed, and Iron stands with fly wheel, crank and treadle, set of change wheels, driving plate, face plate, drill chuck and centres, keys and lever, &c.; complete.

TAYLOR, RANDALL & Co.,
Church Street, Bombay.

MESSRS. TREACHER & Co. have receiver a parcel of JEWELLERY, of jewellery of first-rate manufacture, selected by their partner in London, and of superior quality to any in this market.

JEWELLERY.

Gold Bracelet, Brooch and Ear Drops, in case complete		Rs. 320
Do. do. do. do.	set with Diamonds do.	... 500
Do. do. do. do.	forming a pair if required	... 250
Do. do. do. do.		... 275
Do. do. with Opal	... ...	... 140
Do. do. twisted, set with Diamonds		... 240
Do. Brooch set with Pearls	... ...	... 110
Do. do. do.	Emeralds	... 110
Do. do. do. do.	and Diamonds	... 300
Do. do. and Ear Drops	... ...	... 250
Do. do. do. do.	... ...	... 300
Do. Necklets...	... ...	Rs. 210, 170 and 90
Do. Lockets of various patterns plain, Emerald chased, Engraved, set with Pearls, Diamonds, painted &c., from		...Rs. 30 to 100
Do. Neckchains, handsome, from	...	...Rs. 90 to 200
Do. Alberts for Gentlemen	... ...

NEW ADVERTISEMENTS.

UNITED MERCANTILE COMPANY, LIMITED.
ફંજીનાઇટેડ મરકનટાયલ કંપની લિમીટેડ.
यूनाइटेड मरकनटायल कंपनी लिमिटेड.

NOTICE.—A Special General Meeting of the above Company, will be held at the Office of the Secretaries, on MONDAY the 13th June, at 3 P. M., to consider the propriety of altering the Memorandum of Association, which, as it now stands, precludes the Directors from engaging in Discount or other Banking operations.

By order of the Directors,
EWART, LATHAM & Co.,
Bombay, 4th June 1864. Secretaries and Treasurers.

IMPORTANT NOTICE.—FOR SKIN ERUPTIONS AND PRICKLY HEAT.—To those who suffer from Prickly Heat and Eruptions on the Skin, use Osborne and Company's Petroline Soaps prepared from the pure Barbadoes Petroleum; a most certain remedy, and most extensively used in all tropical climates; it is particularly recommended to Ladies with tender skins, and also for the Nursery, being the mildest and most cleansing Soap for Children.

The genuine has the address of the makers on each packet viz., Osborne, Bauer and Cheesman; 19 Golden Square, London. Sold by TREACHER & Co., Bombay, Byculla, and Poona.

BOMBAY BONDED WAREHOUSE COMPANY (LIMITED).
બંબે બાંડેડ વેરહાઉસ કંપની લિમીટેડ.
બોમ્બે બાંડેડ વેરહાઉસ કંપની લીમીટેડ.

NOTICE.—A GENERAL MEETING of the Shareholders of the above Company will be held at the Office, No. 4, Elphinstone Circle, on FRIDAY the 16th of June 1864, at 3 P. M., to receive the Report of the Directors for the year ending the 31st May 1864. In consequence of which the Register of Shareholders will be closed from the 10th to 16th June, both inclusive. During which time no transfer will be registered.

ALEX. C. BRICE & Co., Secretaries & Treasurers.
Bombay, No. 8, Hornby Row, 6th June 1864.

PROSPECTUS.—AHMEDNUGGUR RACES FOR 1864.

STEWARDS.
General HEYLAND, C. B.
A. ST. J. RICHARDSON, Esq., C. S.
Lieut.-Colonel TOWER, 3rd Dragoon Guards.
W. D'OYLY, Esq., C. S.
Lieut.-Colonel MONTGOMERY, 14th Regt.
Captain GIBBARD, R. H. A.
Captain A. SHEWELL, Staff, Clerk of the Course.

FIRST DAY.
1ST RACE.—The Nuggur Derby. Rs. 200 from the Fund. Entrance Rs. 30 for Maiden Arabs. Weight for age. 1 st. in excess of the Byculla standard. One and a half-mile. To close and name 1st July. Horses allowed to enter on double entrance up to 1st August.
2ND RACE.—Give and Take. Rs. 100 from the Fund. Entrance Rs. 25. 14 hands to carry 10 st., and for every inch above and below 7 lbs. to be added or deducted. Round the Course.
3RD RACE.—For all Tattoos 13 and under. Rs. 40 from the Fund. Entrance Rs. 10. Heats half-mile. Catch weights.

SECOND DAY.
1ST RACE.—The Nuggur Cup of Rs. 300, added to a Sweepstakes of Rs. 100 each. For all horses. One and three-quarter mile. Weight for age. 1 st. in excess of the Byculla standard. Winners to carry—

For one Race	5 lbs. } Maidens
For two Races	7 lbs. } allowed
For three Races	10 lbs. } 3 lbs.

To close and name 1st July. Horses allowed to enter on double entrance up to 1st August.
2ND RACE.—The Welter Stakes, for all Horses the property of Officers of the Nuggur Brigade. Rs. 100 from the Fund. Entrance Rs. 30. Gentlemen riders. 13 st. 7 lbs. Three-quarter mile.
3RD RACE.—The Galloway Plate; value Rs. 100 from the Fund. Entrance Rs. 20. One mile. 14 hands to carry 10 st., for every inch below 7 lbs. to be deducted.
4TH RACE.—The Little Hack Stakes for Tattoos 13-2 and under. Rs. 50 from the Fund. Rs. 15 Entrance. One and quarter mile. Catch weights over 9 stone.

THIRD DAY.
1ST RACE.—The Whim Stakes for all Arabs. Rs. 40 each. Rs. 150 from the Fund. 1 st. in excess of Byculla standard. One and half mile.
2ND RACE.—The Hack Stakes. Entrance Rs. 15: Rs. 75 added. Three-quarter mile; 10 st. 7 lbs. Gentlemen riders. Winner to be sold for Rs. 500.
3RD RACE.—The Charger Stakes for all Horses *bona fide* the property of mounted Officers of the D. A. and that have been regularly ridden as such for one month previously. Rs. 100 from the Fund. Entrance Rs. 35. Gentlemen riders. 11 st. Winner of any race previous to starting 7 lbs. extra. One mile.
4TH RACE.—The Ladies' Plate; value Rs. 250, added to a Sweepstake of Rs. 50 each; for all horses the property of Officers, Civil and Military, *bona fide* residents in the Poona Division of the Army. 9 st. 7 lbs. Two miles. Gentlemen riders.

FOURTH DAY.
1ST RACE.—The Forced Handicap for all winners (Hacks and Ponies excepted), optional to losers. Rs. 60 from the Fund. Entrance Rs. 30. One mile and half.
2ND RACE.—Sweepstakes of Rs. 500 each H. F. For all Horses, 9 st. No penalty or allowance. One and three-quarter mile. Nominations to be on the 1st July, and name 1st August.
3RD RACE.—Selling Stakes. Rs. 100 from the Fund. Entrance Rs. 25. Three-quarter mile. Weight according to declared value, (for which the winner may be claimed). Rs. 1,000 to carry 11 st. For every Rs. 100 below that value 7lbs. to be deducted.
4TH RACE.—The Beaten Handicap, for all Horses that have started and not won during the meeting. Rs. 60 from the Fund. Entrance Rs. 15. One mile.

FIFTH DAY.
¡NUGGER STEEPLE CHASES.
NUGGUR HUNT STEEPLE CHASE.—Of 3 Gold Mohurs each; half forfeit, if declared by six o'clock on the evening before the Race, with Rs. 500 added; second horse to save his stake. Weight 11 st. 7 lbs. Cape, Colonial and English horses to carry 2 stones extra. The winner of any Steeple Chase, Hunter Race, or Flat Race previous to starting, value Rs. 300, to carry 7 lbs. extra. Horses that have run three times and never won, allowed 4 lbs. Maiden riders allowed 3 lbs. Horses the property of officers of regiments to start or the added money will be withheld. About three miles over a fair hunting country. Open to the whole of India. To close and name to the secretary of the Nuggur Races by seven o'clock on the evening of the first day's racing.
PONEY STEEPLE CHASE.—Of one Gold Mohur each; with Rs. 120 added; for all Ponies 13 hands 2 inches and under, over one and half-mile of the Steeple Chase Course. Catch weights over 7 lbs. Three Ponies the property of different owners to start, or the public money will not be given. To close and name to the Secretary of the Nuggur Races by seven o'clock on the evening of the fourth day's racing.

RULES OF THE NUGGUR COURSE.
1. Stewards will be guided by the rules of the "Western India Turf Club" as far as possible with the exceptions named in the decisions, however, on all points will be final with no appeal thereon: they have power to postpone the Races on account the weather (before or at any time during the day of the Race) to each succeeding appointed Race day.
2. No horse shall start (except for "Hack" or "Poney Races") unless his owner has subscribed Rs. 30 to the Fund; in confederacies each must pay that sum.
3. Two horses (from different stables) to start for each Race, or public money will not be given.
4. Under otherwise specified, in the terms of the race, the nominations to be sent to the Secretary before noon on the day previous.
5. If any race does not fill, the Stewards will make such arrangements as appear to them most conducive to sport.
6. For the Charger Stakes owners of Chargers must produce Certificates that their horses have been ridden regularly as such.
7. The winner of each race pays 5 per cent. of the *public money* to defray expenses.
8. The winner of each Lottery pays a fixed sum of rupees 5 to the Fund.
9. Professional riders to carry 5 lbs. extra. Gentlemen riders who have never won a race in which they have ridden for public money, to be allowed 3 lbs.
10. Every horse trained on the Course shall pay a fee of Rs. 5 towards defraying expenses.
11. Weather permitting the Races will commence on the 1st Tuesday in August.
The length of the Nuggur Course is 220 yards short of one mile and half.
☞ All Communications to be addressed to the "SECRETARY OF THE RACES" 3rd Dragoon Guards, Ahmednuggur.

G. R. RAWLINSON, Capt., Secretary.

THE ASIATIC BANKING CORPORATION.
INCORPORATED BY ROYAL CHARTER.
Subscribed Capital £500,000 with power to increase to £2,000,000 (two Crores of Rupees).
Capital called up £425,000.
Head Office, No. 4 Lombard Street, London.

BOARD OF DIRECTORS.
Francis Borkett, Esq. Chairman (Messrs. Timothy Wiggin & Co.)
J. A. Russell, Esq. Deputy-Chairman (Messrs. Grey and Coles, London, and Grey & Co., Bombay.)
Thomas Cardwell, Esq. (Messrs. Thomas Cardwell & Co., London, and Cardwell, Parsons & Co., Bombay).
Charles A. Fearon, Esq. (Messrs. Fearon & Co., London, and late of Messrs. Augustine Heard & Co., China).
William Maitland, Esq. (Messrs. McKellop Stewart & Co., Calcutta).
General Manager.—Harry John, Esq.

BANKERS.
The Bank of England.
The London Joint Stock Bank.
Brokers.—Messrs. Foster and Braithwaite.
Solicitors.—Messrs. Freshfields and Newman.
Auditors.—Messrs. Coleman Turquand Youngs & Co.
Agencies and Branches of the Bank are being organised at Bombay, Calcutta, Singapore, Ceylon, Hongkong and Shanghai.

PROMOTERS IN BOMBAY.
The Hon. Michael H. Scott (Messrs. Ritchie, Stewart & Co.)
Robert Hannay Esq., (Messrs. Grey & Co.)
Cowasjee Jehanghir, Esq.

BOMBAY AGENCY.
Temporary Offices.—No. 2 Rampart Row (next to the Bank of Bombay.)

EXCHANGE.
The Corporation will shortly be prepared to grant Drafts and Letters of Credit on London, and on other places, in India, China and the East where Branches and Agencies are in course of being established; also to purchase or collect Bills of Exchange on the same places.

DEPOSIT.
Interest is allowed on Current Accounts at the rate of 2 per cent. per annum on the Daily Balances.
On fixed Deposits for 3 months certain.....3 per cent.
" " 6 " .....5 " "
" " 12 " .....7 " "
No Interest will be allowed on Deposits under Rs. 1,000 or above Rs. 50,000 *unless by special arrangement.*

LOANS AND ADVANCES.
The Corporation grants Loans on Government and other approved Convertible Securities, and discounts Bills and Hoondies on Current terms.

COMMISSION AND AGENCY BUSINESS.
Customers may deposit with the Corporation for safe custody, free of charge, Government and other Securities and Bank and other Shares and Certificates.
Interest or Dividends will be collected on the same, also free of charge, if remitted to Europe in the Banks Bills; otherwise a charge of ½ per cent. will be made.
On sales or purchases of Government and other Securities ½ per cent.
On delivering up Securities deposited for safe custody, ½ per cent.

By order of the Directors,
ANTHONY MORRISON, Agent.
Bombay, 7th June 1864.

NEW ADVERTISEMENTS.

WANTED TO PURCHASE, a large LIFE-BOAT. Enquire either on board the ship *Diamond*, or No. 27, Apollo Street.

NOTICE.—Consignees of Goods per Ship *India*, W. STEWART, Master, from Liverpool, are requested to send off Boats for their Cargo without delay, failing which, they will be landed at their expense and risk.
Captain STEWART will not be responsible for the condition of any package after it once leaves the Ship's deck.
REMINGTON & Co.,
Agents for Captain and Owners of the *India*.
Bombay, 6th June 1864.

NOTICE.—Consignees of Cargo per *Astronomer*, Captain THOMAS, from Calcutta, are requested to send off Boats for their Goods without delay, otherwise they will be landed by the Captain as they come to hand at the expense and risk of the concerned.
Captain THOMAS will not be responsible for the condition of any package damaged by rain or otherwise after it leaves the Ship's deck.
ROPER, PRICE & Co., Agents.
Bombay, 6th June 1864.

NOTICE.—Consignees of Cargo per *French Empire*, from Calcutta, are requested to despatch Boats at once for their Goods, as they come to hand; failing which the same will be landed at the risk and expense of the concerned.
Captain CLARK will not be responsible for the condition of any Cargo damaged by *rain* or otherwise.
EWART, LATHAM & Co.,
Bombay, 6th June 1864. Agents for the *French Empire*.

BANK OF INDIA.—At an Extraordinary General Meeting of the Shareholders held at the Offices of the Bank this afternoon at 3 o'clock P. M., it was proposed, seconded, and carried unanimously that
Richard Willis, Esq. (Messrs. Forbes & Co.)
and
Liuijee Manockjee, Esq, (Messrs. Manockjee Limjee & Co.)
be elected Directors of the Bank.
By order,
JOHN GRAY, Manager.
Bombay, 6th June 1864.

POSTAL NOTICES.

OVERLAND MAIL.
The Overland Mail, per P. and O. Co.'s Steamer, will be closed on THURSDAY, the 9th June, at 7 o'clock A. M. An after packet will be kept open, on payment of the usual fee of 8 annas (which must be prepaid by Stamps) until 9 o'clock A. M.
Registered Letters will be received until 6 P. M. of the previous day.

CHINA MAIL.
The Post Office Packets for Ceylon, Penang, Singapore, and Hongkong, per P. & O. Company's Steamer, will be closed on MONDAY, the 13th June, at 6 o'clock P. M. A packet for late letters will be kept open, on payment of the usual fee, until 7 A. M. on the 14th.
Letters, &c., for Australia will be despatched direct by this opportunity.

MAILS FOR KURRACHEE AND SIND.
Mails for Kurrachee and Sind, per Steamer, will be closed 12 hours after the arrival of the Overland Mail.

CALENDAR—JUNE, 1864.
PHASES OF THE MOON.
First Quarter, Sunday, 12th..... 4h. 49m. P. M.
Full Moon, Monday, 20th..... 3h. 45m. A. M.
Last Quarter, Monday, 26th..... 7h. 8m. A. M.

Days.	Dates.	Sundays, Festivals, &c.	Sun rises.	Sun Sets.	High Water Bombay Harbour. Morn	Even	Evening Gun-fire.
			h. m.	h. m.	h. m.	h. m.	h. m.
Tues.	7	Mars rises at 1h. 22.	5 23	6 34	0 29	0 47	
Wed.	8	Mars sets at 1h. 29.	5 23	6 35	1 6	1 25	
Thur.	9	St. Anthony.	5 23	6 35	1 44	2 3	
Fri.	10	Daybreak at 3h. 59.	5 23	6 36	2 23	2 45	
Sat.	11	St. Barnabas A. & M.	5 23	6 36	3 7	3 29	
Sun.	12	2nd Sunday after Trinity.	5 23	6 36	3 53	4 22	
Mon.	13	Twilight ends at Sh.	5 23	6 36	4 53	5 25	

Time—9h. 0m. 32s. 1864 Jun.

ABSTRACT OF METEOROLOGICAL OBSERVATIONS MADE AT THE GOVERNMENT OBSERVATORY, FROM THE 30TH MAY TO THE 5TH JUNE 1864.

Date.	Standard Barometer corrected.	Thermometer in the Air.		Wet Bulb Thermometer.		Electrometer (Volts No. 1.) Maximum.	Rain in Inches.
	1 A.M.	4 P.M.	6 A.M.	1 P.M.	6 A.M.	1 P.M.	
May 30	29.890	29.725	83.2	91.4	76.5	79.6	0.03
" 31	29.773	29.691	83.4	93.2	78.0	80.5	None
June 1	29.749	29.637	81.9	92.8	78.5	81.0	0.08
" 2	29.694	29.608	83.4	93.5	78.4	81.0	None
" 3	29.662	29.537	83.4	92.0	78.0	80.0	"
" 4	29.623	29.538	83.1	91.8	78.0	80.6	"
" 5			Sunday.				"

May 30.—Cirro-cumuli, and nimbi scattered about early rain at midnight.
" 31.—Partially clouded with dense corri and nimbi; drop of rain at 4 P.M.
June 1.—Densely clouded with cumuli and nimbi; light rain at 4 & 6 A.M., lightning after sunset.
" 2.—Densely clouded with nimbi: drops of rain during the night and thin lightning after sunset.
" 3.—Densely clouded with cumuli and nimbi; hazy; lightning after sun set.
" 4.—Nearly overcast; thick haze around hor; lightning at midnight.

LATEST DATES RECEIVED.

ADEN	May 17	KURRACHEE	June 1
AGRA	May 28	LAHORE	May 28
ALLAHABAD	May 28	LONDON	May 3
AUSTRALIA	Apr. 26	MAURITIUS	April 6
ALEXANDRIA	May 14	MADRAS	May 31
BANGALORE	May 27	MALTA	May 8
CALCUTTA	May 30	MERUTT	May 31
CAPE	Mar. 31	OUDH	May 28
CEYLON	May 16	PUNJAUB	May 14
COCHIN	May 21	PENANG	May 23
DELHI	May 24	RANGOON	Mar. 8
FRANCE	May 4	SUEZ	May 12
HONGKONG	May 13	SINGAPORE	May 21

The Bombay Gazette.

TUESDAY, JUNE 7, 1864.

THE Great Indian Peninsula Railway derives at least this advantage from its triple Government, that, whenever the management of the line is criticized by outsiders, either the Bombay Government, the local Board, or the Board of Directors in England is found ready to take up the cudgels in its defence. The three powers may quarrel among themselves, but they will always unite in order to repel the attack of their common enemy, the public. Thus, if our memory do not deceive us, it is not much more than a year ago since the Bombay Government denounced the conduct of the local Board in bitter and uncompromising language such as one seldom meets with in grave State papers. The Committee replied in a letter of Anglo-Indian asperity, and it seemed certain that the two controversialists would thenceforward remain implacable foes. What then is our astonishment to read, in the answer given by Government a week ago to the remonstrance of the Chamber of Commerce on the subject of Railway mismanagement, some flowery compliments to the local Directors, who are described as "an able and willing body" of gentlemen exerting themselves with the heartiest zeal to improve the efficiency of the line! The *personnel* of the local Board has not changed, since it was subjected to the open and almost insulting censures of Government; what reason, then, can exist for the sudden change of opinion respecting its merits in high quarters? Are we to conclude that Sir Bartle Frere is unable to resist the temptation to indulge in fine writing, and that he distributes praise or blame, as the caprice takes him, without the slightest regard to the public importance attached to the utterances of the Governor of Bombay, and without any fair consideration of the matters submitted to his judgment? The weakness of our Government is, without a doubt, its partiality for sensational despatch and resolution writing. It seems never to lose an opportunity of showing that it prefers literary smartness to the careful and reserved style which is most becoming in official documents. We cannot therefore set a very high value on either the sincerity or the soundness of any opinions it may choose to express.

The wording of the reply to the Chamber of Commerce is peculiarly ungracious, and gives one the impression that the principal object aimed at by Government was not to ascertain whether any remedies could be suggested for the defects of the Great Indian Peninsula Railway, but to administer a very decided snub to the Chamber for having presumed to meddle with the matter. In point of argument the letter signed by Colonel Rivers is even weaker than the weak defence of the Back Bay Job. The Government first of all contends that the Railway Company was fully justified in giving notice that they would not after the 5th of May receive cotton for carriage to Bombay at any of the stations on their North Eastern line, because the Thull Ghaut works are still unfinished, and "last year the Company had to pay about two "lacs for rain-damaged cotton, in consequence "of their having to unload the cotton, cart it "for twelve miles, and reload it at places where "the rainfall is about 200 inches in four months." Now, it is obvious that the Company acted prudently in refusing to receive more cotton than they could carry; nor are we prepared to contest the point that the break in the line at the Thull Ghaut is the main cause of their inability to make better traffic arrangements than those which now exist, although all the information we have been able to gather on the subject goes to show that the failure of the Railway was owing less to the necessity for carting the traffic at the Thull Ghant than to the defective rolling stock and general want of system on the line itself. But what the Chamber of Commerce and the public complain of is the shortness of the notice given by the Company. Their advertisement was published on the 19th of April, and the traffic was stopped on the 5th of May. Sixteen days' warning that the "staple trade of the Presidency" would be brought to a stand-still at a certain date! And the Government has the audacity to maintain that no loss can have been inflicted on the mercantile community by this stoppage of the traffic in cotton, because the Railway delivers more cotton, at a very low charge for transit, in Bombay, than could be brought down by the old country roads. It might be supposed that the Government intended this argument as a joke; but there are the figures in black and white, with the inference gravely drawn therefrom, to bear witness to the almost incredible folly of which even able officials can be guilty when they attempt to deal with practical questions. What satisfaction, we should like to know, is it to a merchant who has made his usual contracts for the delivery of cotton in Bombay during May and June, in full reliance on the carrying powers of the Railway, to be told at the end of the month of April that the Railway will not take his cotton, but that he has no just cause for complaint, inasmuch as, if the Railway had not existed, he would have been compelled to use the country roads which he now speaks of as beneath his notice? The Government believes that there has been no loss to the merchants in general; but many individual merchants have suffered very heavy losses through inability to make good their contracts, and they certainly have a very strong moral, if they have no legal, claim for compensation against the Railway Company.

But perhaps the most extraordinary paragraph in the whole letter is that which contains the expression of His Excellency's "hope that, "before long, the doubling of the line between "Callian and the foot of the Ghaut, *which "Government recommended last November*, will be "undertaken." "Hope lives eternal in the human breast" and Sir Bartle Frere seems to have more than the average share of this invaluable gift to mankind. Still, a Government living on hope is not a very ennobling spectacle; and, when Sir Bartle Frere tells us that he can still only "hope that a work which he recommended more than six months ago will be commenced before long," it is at best exceedingly doubtful whether the necessary doubling of the line will be completed within the next three years. The final paragraph of the letter conveys a sneer or two at the supposed fondness of the Chamber of Commerce for writing minutes instead of making specific propositions. The proposition that a double line should be at once constructed was surely specific enough to please the most jealous critic. Until this essential work is finished, all "the exertions of an able and willing "body of local Directors, and of an experienced "and most zealous General Manager" will be of no avail; and an assurance must be obtained that there shall be no further delay in the commencement of the work. Our Chamber of Commerce cannot quietly submit to the rebuke which it has received from Government; it is bound to assert its own independence of thought and action; and the first step it ought to take should be to pass a resolution condemning the reply of Government to its letter as highly unsatisfactory, and referring the whole matter to the consideration of the Secretary of State. It is time that the influence of English opinion were brought to bear upon our Government. Anglo-Indian officials, fancying themselves secure from effective criticism, are wont to play such fantastic tricks with their little brief authority as even despots in Europe would be ashamed of; it is only when their names come before the English public, that ambitious Governors and Secretaries begin to guide their footsteps warily. The high-handed manner in which Sir Bartle Frere has lately attempted to use his powers as Governor can only be checked by a reference to England.

IN the last number of the *Bombay Saturday Review* attention was drawn to the following remark attributed by a writer in *Chesson's Miscellany* to Mr. Cowasjee Jehanghier:—

"If Mr. Howard is connected, as many people say, with the *Saturday Review* and the *Bombay Gazette*, then the sooner he leaves Bombay the natives will all say it is the better. Nobody will propose to give him a testimonial"!

Mr. Cowasjee Jehanghier requests us to state that he never uttered such an expression, or thought of condemning Mr. Howard for having been supposed to be a contributor to the *Review* ever since that journal was established. We may add, of our own knowledge, that Mr. Cowasjee was one of the few native gentlemen who, from the first, took a warm interest in the success of the *Review*.

A COMMUNICATION from Kalka informs the *Delhi Gazette* that Sir Robert Montgomery came *down* from Simla by the new line of road, and having due consideration for the lives and limbs of the poor dumb animals who are made to toil *up* those weary fifty-six miles, directed several improvements of a material character to be carried out with as little delay as possible; and much needed they are.

THE Jheend Rajah and his rebellious ryots are (says the same journal) playing at pitched battles on the frontier of the Rohtuck district. "The "boom of cannon must be audible to the local British authorities there, who, we trust, will adopt the most stringent measures for preventing the landholders of the district from mixing themselves up in the matter; and for disarming all men taking shelter in British territory. Our readers are aware that the Rajah has only recently assumed the government of his territory."

NEWS-LETTERS.

(From our own Correspondents.)

LAHORE, 28TH MAY.

THE hot weather has now set fairly in. It has been long in coming. Up to about a week ago we had delightfully cool weather with occasional heavy rain. The crops are not much injured, but they would have been if the rain had continued. Cholera has not made its appearance yet. The natives call all rapid and fatal diseases cholera. There have been numerous cases of a deadly description of fever, but they are now on the decrease. In the old Sikh days when there were no roads, no drains, no bathing tanks, and no conservancy carts the people say cholera was unknown. Now that the English have introduced all these things and endeavour to keep every thing as clean as a new pin the most dangerous epidemics constantly ravage the country. They account for it by saying that when a man is thoroughly accustomed to dirt and smells of all kinds no amount of them will hurt him; but when he is taken such great care of and placed in an atmosphere scrupulously pure, the faintest breath of effluvia from the river, or from a distant infested locality is sufficient to kill him. There may be something in this, but no reasoning of this kind should prevent us from acting upon the sanitary laws which experience has taught us. Walled cities are acknowledged by some of the ablest sanitarians to be more healthy than open villages. The effluvia of the surrounding agricultural country and of the rivers and marshes cannot find an entrance.

The sanitary arrangements of the city of Lahore are under the charge of the native honorary magistrates; but they love filth, and we can scarcely expect them to carry out our system when our backs are turned. The European station is left to take care of itself. Things are pretty well managed in it, but might be better if there was one man placed in charge of the work; which I believe there will be ere long. He will have other duties to perform in addition, but in sanitary matters he will not be interfered with by the local Municipal authorities. Will you believe it we have not a single light at night either in the city or in Anarkulee? I believe Delhi is later off. Gas will never be popular in India, but there is no reason why we should not have a few oil-lamps.

The proceedings at the trial of the man who shot Mr. Lowenthal appear in to-day's *Chronicle*. Neither the sentence nor the trial gives satisfaction. The valuable library of the late missionary is still unsold. It would be a rare acquisition for some scientific society. It contains books in all languages, and I am told there is not a worthless book in the whole collection.

MATHERAN, 4TH JUNE.

THE golden sunshine, which soon will melt into mellow twilight, is scattering quaint and spectral shadows broadcast as I take my departure for a quiet stroll to the Bund. On through the Bazaar, teeming with nurses, *sokers* and children, till an abrupt turning to the right is reached. Here a post some ten feet high, to the top of which a lable of the smallest possible dimensions is affixed, announces in half obliterated characters of "To the Bund." At the bottom of a shadily sequestered lane, such an one as Linnel loves to depict, and such as is met with at every turn in the rural districts of England, a dried up water course discloses itself. Among the rocks birds of every variety indigenous to the Hills are washing and pluming themselves in the little pools of water remaining, and very handsome some of them are. The Bund itself, situated in a picturesque valley, presents a rather desolate appearance. Two of the reservoirs are wholly without water, and the third has but a stagnant, muddy pool, wherewith to supply the wants of Matheran. On the opposite side are the pretty little gardens of the dozen or so of resident Chinamen. These gardens present no great attraction now, but yet supply the Bazaar with a variety of delicious esculents—crisp lettuce, celery such as would adorn a nobleman's table to say nothing of French beans, cabbage, beet root, and vegetable marrow. They tell me, in four months hence they will have cauliflower of a size and quality such as Bombay gardens seldom or ever produce. Very useful and very industrious are these Chinamen. They keep pigs, of course, and a circular is occasionally sent round to the different bungalows stating that a "well feeded pig" will be killed on such and such a day, soliciting the patronage of the lovers of fresh pork. Originally brought here as convicts, these men have become quite an institution of the place, and no one thinks of quitting Matheran without paying them and their gardens a visit. The Bund itself is, I believe, to be much improved; a public spirited native of Bombay being about to present the Government with a sufficient sum of money for the purpose.

Recrossing the Bund, I take a bridle road leading to Chouk Point, so named from the village of Chouk situated at its base. As on the journey to Louisa Point, the glimpses through the trees of the valley below and the heights beyond are truly grand, while from the Point itself the embankments, viaducts, &c. of the Bhore Ghaut Incline are plainly discernible. The roads are particularly well kept, and the scenery for a part of the way strongly resembles that of the Surrey hills in the vicinity of Mickleham.

There are other points—Alexander Point, Garbut Point, Porcupine Point, &c., in addition to those here indicated; but the one which surpasses all others for grandeur of scenery and extent of view is Panorama Point. This, like Louisa Point, requires a separate journey. The road leading to it for the last two miles of the distance runs along the edge of a precipice, and it requires a strong nerve, a steady hand, and a quiet horse for an equestrian to perform the journey to his satisfaction. It is a thick, hazy day, unfortunately when I visit it, and I am unable to fully appreciate the vast panorama opened out like a map before me. Vivid lightnings and heavy peals of thunder, moreover, resound through the hills, indicating that the annual elemental war is close at hand. I would strongly advise those who are visiting Matheran for the first time to visit Panorama Point last of all. The others are all extremely beautiful, but their interest must be somewhat lessened by comparison with the one under notice.

Matheran is not a dull place, there is plenty to amuse even the most misanthropically inclined. Native artists in the legerdemain line, with their mongoose and snakes afford great fun. A study of the bazaar and its various people will well repay the trouble of taking; while the disportations of the "swell" servants galloping about on tats, and the affectation of superiority over the natives by the smartly-dressed office sepoys of Bombay is at once both amusing and instructive.

Neither are hotels wanting wherein the stranger may abide. There are three—the Clarendon, the Hope Hall, and the Alexandria. The first is, like the Bombay namesake in nothing but name; the second is, if possible, still more unlike its Presidency brother; the third is really a respectable hostelrie, and deserving of every encouragement. The bungalow is prettily and healthily situated. Its bed-rooms are clean, with a bath-room attached to each; the cuttery, crockery, and room unimpeachable; the table good, and the host linen unimpeachable; the table good, and the host linen unimpeachable; the table good, and the host linen

we are deprived of the use of our streets to make room for cotton. Cotton dealers are becoming amazingly rich, whilst the servants of Government are reduced to starvation. So long as the starving people of Manchester needed relief, to save them from the rapacity of the cotton merchant, we submitted to our privations uncomplainingly. The manufacturers have now weathered the formidable point; they are again sailing in smooth water. The servants of the State, therefore, call on Government to equalize the public burden, by making cotton pay for the repair of roads and the interest of money borrowed for Railway guarantees, for which at present all men, whether connected with the cotton trade or not, are paying.

SHRAPNEL.

A DESERVED REBUKE.

To the Editor of the Bombay Gazette.

SIR,—Has he really though! Surely, Mr. Editor, you must be joking! Can it be possible that we poor folk of Bombay are again blessed with the presence of the illustrious Sorabjee Jamsetjee Jeejeebhoy Bottlewalla, Esquire, amongst us? Friday's papers announced that the eminent gentleman in question was about to return to Bombay—to-day's papers tell us that he has arrived. In the name of the public, I must protest against events of such paramount importance being heralded by a simple two days' notice only. How is it possible that in a brief eight and forty hours we can make suitable arrangements for the reception of so distinguished an ornament of Bombay society? Many there are who would gladly have hurried down from Matheran or Mahableshwar to welcome the honorable gentleman, had you not been so lost to all sense of responsibility as an Editor as to palm us off with a notice so absurdly inadequate to the importance of the impending event. Your gross carelessness, Sir, has enabled the very mendicants to put us to the blush; the very fagueys, the blind, the halt, and the lame, I observe this morning lining the Esplanade road to greet their illustrious patron after the perils and dangers of his travels in Goozerat. And we who so delight to honour unobtrusive worth—but there, I shall write myself into a passion if I go on. Suffice it that you don't even tell us *how* our esteemed fellow-subject arrived after all; did he sneak in by train uncared for and unknown? was he one of the last 53 natives per steamer from Surat? did he come on a contractor's engine on the B. B. and C. I. Line? in short, how did he travel? At what hour did he arrive? who attended on him? how did he [illegible] his spirits good? how was he dressed? where [illegible] to on arrival? We are entitled to this information from your pen! I call for an explicit, detailed, and circumstantial account of the whole thing. Don't [illegible] you can laugh this off—the matter is of far [illegible] importance to be treated with levity; as ex[illegible]die has its eyes on you, and if you don't respect my call, why, you must take the consequences. And request you will withdraw my name from your [illegible] list if the very reasonable request I have [illegible] grounds preferred be not complied with in a [illegible] sense of your paper, and, I make no doubt [illegible] subscribing) Bombay will follow the example

YOUR OUTRAGED READER.

THE MADRAS ARMY

To the Editor of the Bombay Gazette.

I have been highly astonished at reading an article on the Madras Army extracted from your paper of the 23rd May. The gist of the article (I do not quote in order to save space) is, "that the Madras Army may consider itself fortunate in only losing four out of forty-four regiments, in not having been organized anew and in generally not being subjected to the reforms considered necessary in Bengal and Bombay. All these blessings the Madras Army owes to its remote and secluded situation in India; and to the judicious silence maintained by the partakers of the good things which, as is notorious, are always falling into the mouths of the Madras officers." "The silent sow eats all the chaff."

But now, although it's rather late in the day, and too much like a grave statement that the lamented Queen Anne has deceased, I think it is absolutely necessary to break the suspicious silence we have hitherto observed and to furnish the public through your columns with that information which in your article is so conspicuous by its absence.

The Madras Army then in 1859 numbered 52 Regular Regiments of Infantry, 7 Regiments of Cavalry, a troop of Native Horse Artillery, a Battalion of Golundaz: and three extra Regiments. Its strength was upwards of 55,000 men. The Madras Army, which had remained steadily loyal throughout the rebellion, in this year 1864 numbers 40 Regiments of Infantry, 4 Regiments of Cavalry, a troop of Native Horse Artillery, and one company of Golundaz. I have purposely omitted the Sappers and Miners from the list. The total strength cannot be much about 25,000 men: thus showing a reduction of more than one-half in absolute numbers: and a loss including the 8th Cavalry disbanded in 1857 of twenty Regiments or nearly one-third of the corps composing the army. Instead of losing only 4 out of 44, we have lost 20 out of 65. Several appointments on the General Staff have been abolished, more are expected to follow; but on this I will not dwell; as it is clear that in regimental staff appointments alone there are 20 Commandants, 20 Adjutants, 20 Quarter Masters, and 20 Surgeons less in the Madras Army than before the rebellion.

This is curious luck to call for the congratulations of our friends.

You think us equally fortunate in the matter of the new organization. Opinions may differ on this, but, viewing it in its results to the English officers, it seems to me strange, that some of the numerous letters and articles in the Bombay Press (you are not so silent as we lucky dogs in Madras) should have ever considered the vast increase of Regimental staff appointments thereby occasioned; and the very high criterion for promotion of the pension of all officers with a Native Regiment. This though is easily seen. A regular Native Infantry Regiment had a Commandant on Rs. 400 staff allowance; and in Madras an Adjutant on 190 and a Quarter Master on 150 staff allowance. I do not know these staff allowances in Bengal and Bombay.

A newly organized Native Irregular Corps has a Commandant on 600 Rs. staff: Two Wing officers on 270, and 230: an Adjutant on 250, including office: a Quarter Master on 150: and Subs doing duty of, on 100. Therefore, as this system has not been introduced into the Madras Army, its officers are suffering (comparing them with their brothers in Bengal and Bombay) an actual loss of 120 Regimental Staff appointments and a very great differential loss in the rates of payment of the other three. I am aware that the new rates are accompanied with two drawbacks—the loss of full batta and the company allowance; but, on the whole, the re-organization must be all in favour of the staff officers, as compared with those in solid advantage to all European officers in Native Corps.

In fact, until the irregular system may be introduced into this Army, I cannot help looking on the officers of the other two Presidencies as in the enjoyment of advantages in which we have no part.

A MADRAS LOCAL.

1st June.

THE PARSI RELIGION.

To the Editor of the Bombay Gazette.

SIR,—"Alif" has once more appeared on the field of controversy, strong with learned authorities and with a hope that he may be allowed a little more latitude than while long confuted him. Mr. Munchérjee Cama's book and his own comments on them. It was the invariable practice of the Jesuits of old to try themselves to appear in public as the champion of a saint or martyr in order to provide themselves with a pretext and to raise the enthusiasm of the mob. "Alif" following their maxim came in public with a trivial verbal criticism, which could be called no criticism. In his second letter he has left the "meaningless phrase" (with which he began the controversy) in the background: so let it rest.

I fully and candidly admit the charge of ignorance, but am sorry that I must substitute another of a still more serious nature. I accuse him of a dishonest quotation. He has called Zoroaster a "fool," while Sir William Jones calls him "a man without common sense." I will show him just now that there is as wide a difference between a "fool" and "a man without common sense" as there is between an idiot and a tolerably intelligent man. "Common sense," says Augustus Tomlinson, "of all phrases, all catch words, this is often the most deceitful and dangerous. It is useful in household matters, is less useful in the Legislative and Scientific world." He elsewhere spoke about a person who knew nothing of the theories of Galileo as "Peha! common sense will tell you the reverse." A statesman of the time of James I. writes about Bacon as one of his letters:—"It is a pity the Chancellor should act his opinion against the experience of so many centuries and the dictates of common sense."

"Alif" quotes a long passage from Sir William Jones on the comparison by Zoroaster between dog and other things. I do not know why should he have quoted [illegible] Jones would never have written the letter had it not been for an article given to the [illegible] integrity of Anquetil du Perron. Why "Alif" did not mention (if he had the best of motives) the name of Klenker who defended Perron in two large quarto volumes. I would advise "Alif" not to keep much belief in such controversial criticism, for it would force him perhaps much beyond his inclination to become once more a convert to another religion. Sir William Jones is rather mild in his expressions, and his controversy is of a very short duration when compared with others which continued the best years of the best men of many generations in these wars of words, and not unfrequently carried in those of fists, clubs, and swords. Luther, the great Protestant Reformer, is sometimes so enraged and pours forth such ebullitions of wrath that Sir William Jones is lost in insignificance. He says "The Papists are all asses and will always remain asses. Put them in whatever sauce you choose, boiled, roasted, baked, fried, skimmed, beat, salted, they are always the same asses." The following praise he awards to his Holiness:—"The Pope was born out of Devil's posteriors. He is full of devils, lies, blasphemies and idolatries: he is anti-Christ: the rulers of churches, the ravishers of virgins, the greatest of pimps: the governor of Sodom, &c. If the Turks lay hold of us then we shall be in the hards of the devil; but if we remain with the Pope we shall be in hell. What a pleasing sight would it be to see the Pope and the Cardinals hanging on one gallows in exact order like the seals which dangle from the bulls of the Pope! What an excellent council they would hold under the gallows?" Sometimes he says, "Take care my little Pope! my little ass! Go on slowly: the times are slippery: this year is dangerous, if thou fallest they will exclaim See! Our little Pope is spoilt." This is not only a solitary example of rancorous controversy, but there are innumerable others. Criticism is not of modern date, but the ancients also were the masters of criticism and were fiercely than the moderns. Homer is treated as a plagiarist; Socrates as pedant and illiterate; Aristophanes as a great wit and a great rascal; Plato as envious, avaricious, impious, a great robber, and a great liar; Aristotle as ignorant, ambitious and vain, and so is Virgil, Horace, Xenophon, Thucydides, Demosthenes, Cicero and a host of other writers. How many criticisms have appeared on Christianity, does it follow therefore that Christianity is all humbug? Even Sir William Jones is opposed in his own presence by no mean authority. Henry Vansittart who had travelled through Persia and picked up some information about "Zend Avesta" said in a meeting composed of Sir William Jones and other Orientalists, that "The primeval religion of Iran if we rely on the authorities adduced by Mosani Fani was that which Newton calls the oldest (and it may justly be called the noblest) of all religions "A firm belief that one supreme God made the world by his power and continually governed by His Providence; a pious fear, love and adoration of Him, a due reverence for parents and aged persons, a fraternal affection for the whole human species, and a compassionate tenderness even for the brute creation."

"So! So! Mr. "Alif" you must know that your quotation from the learned Orientalist will no more make "Zend Avesta" "all nonsense" and pervert the minds of Parsi youths than a few tracts against Christianity and Mahomedanism will make the Bible and Koran humbugs and Christians and Mahomedans all *Atheists*. Mr. "Alif" if you wish to prove "Zend Avesta" "nonsense" in your next letters, you are welcome in the field. But before you appear next time in the shape of a critic we call upon you to name your religion (which appears to be an exalted one, for you seem to mean that it would stand erect and entire in the wreck of all the world's religion,) that, what we cannot illustrate from our own religion, we may supply it with parallels and analogies from yours. I for my part confess to be a staunch believer in the doctrines inculcated by Zoroaster and would allude to them and defend them as long as a tip of blood flows in these veins, and what I shall not supply with erudition I will supply with fervour, zeal, enthusiasm, and devotedness.

KIN CHIN LADOW.

P. S. As I was coming to my office just now, I read another letter of "Alif" in the Library. Till I reply to the letter I think it best to quote a passage which Rahman (a Parsi) gave to Vansittart—"Think not that they were adorers of fire; for that element was only an exalted object, on the lustre of which they fix their eyes; they humbled themselves in a whole week before God, and if thy understanding be ever so little exerted, thou must acknowledge thy dependence on the being supremely pure."

MADRAS.

A MISSING SHIP.—It is now some seven or eight months since a British vessel, the "*Earl of Elgin*," left England for Beypoor laden with upwards of 1,000 tons of coal for the Railway. Serious apprehensions are entertained regarding her safety. Should she even now make her appearance, we fear the present uncertain weather on the Malabar Coast will render the landing of her cargo a matter of impossibility.—*Times, May* 31.

THE BACK BAY RECLAMATION.

(From the Rast Goftar, June 5.)

THE *Times of India* may gild the pill to the best of his skill—yet sensible people will not swallow it smoothly. The question, divested of all twaddle imported in, for the purpose of blinding the public—and reduced to its narrowest compass—amounts to this much. Was Government justified in granting away the reclamation of the Back Bay, to a trio of private individuals without a fair and open competition? The question, is a question of principle, and ought to be discussed as such without our ears being incessantly dinned, that the Hon. Mr. Scott and his colleagues are all honorable men, and therefore fitted to carry out the scheme;—that they are all influential and wealthy, and therefore able to do the same. Nobody doubts that they are all honorable men. Their influence must be great no doubt, or the Back Bay would not have fallen to their lot;—and that they are wealthy, it is too well known to need demonstration. But what does all this amount to? Does it give them an *exclusive* right to the grant of Back Bay? Were *they* the only honest men in Bombay? Had Wealth out of this vast city singled *them* out to be her favorite sons? In short were they the only men able enough and willing enough to clear the 'stables'? If not the question occurs again—what right had they to the exclusive grant of Back Bay.

It is remarkable that the most devoted partizans of Mr. Scott do not even insinuate that he and the others had any thing like a right exclusively to have the Back Bay granted them for reclamation. But we are answered that Mr. Scott and his cosharers are all men of undoubted integrity. That Back Bay has long been lying unreclaimed;—that many have before this applied for the reclamation, but have found the task too difficult for themselves. That Messrs. Scott and Company are the only persons fit for the undertaking—and therefore a "general competition" would have been an "empty form". And the answer simply means this. It is admitted that A B and C have no right exclusively to partake of certain loaves and fishes; but they have capacious stomachs strong enough to digest the said loaves and fishes, and that therefore the same ought to be allowed them ungrudgingly.

It is true, that a grant of the Back Bay has often been applied for, but without any result. We would very much like to be informed, when was the last application made. We may safely venture to say that it was not two years ago. And within the last two years Bombay has so rapidly progressed in wealth;—there are so many Companies, Banks, Joint Stock Associations, &c.—that it is quite reasonable to suppose that if public tenders had been invited on this occasion many would have responded to the call. Bombay, as regards wealth and commercial enterprize, is not the same in 1864, that it was in 1859. And it is sheer nonsense to assume that because a scheme was unknown up when the means to carry it into execution were comparatively scarce, that that the same would be the case when the chief impediment in the way no longer exists.

But then let it be granted, that there was no one in Bombay willing and able enough to reclaim Back Bay;—let it be granted that within the illustrious trio aforesaid, Back Bay would have remained useless and unreclaimed,—a reproach to the Natives of Bombay for their sluggishness, and want of commercial enterprize. Let us grant all this, and then ask once more why was there not an open competition? If Government had in view nothing else but the carrying into execution of an important and useful scheme;—if no favoritism was intended;—and if matters really stood, as we have above taken it for granted;—what so simple to imagine, that an open competition would have terminated the matter according to the wishes of the Government. Back Bay would have then, as now, stood an equal chance of being reclaimed; if none else were able to take up the Herculean task—why, the tender of Mr. Scott and the others would have been accepted, and no cause given for so much scandal as is the case at present. This is not all. We would have been saved a dangerous precedent; viz. giving away public property by private contract.

The fact is, that in a weak moment Government committed a great blunder—however well meaning, it was still a blunder. As far as we can recollect it was the *Bombay Gazette* that first took up the pen against the measure; and the whole press English and Vernacular—the *Times of India*, and a few others excepted,—followed suit. That was the time to withdraw, but Government perhaps thought it unbecoming to give way before the Press. At last forced into compliance by the deservingly severe strictures in the papers the promoters of the scheme themselves thought it right to request the Government to cancel the grant to them, and to invite tenders. But, not being in a listening mood, their request was not complied with, and they were assured that Government had great faith in their integrity and sound calculation, and that they may go on with the business.

So ends the matter at present. How the reclamation is carried on remains yet to be seen.

THE FORGED CONFEDERATE REPORT.

(From the London Review.)

THE acknowledgment that a document forwarded to the British Government by Mr. Seward, and alleged to be the report of the Secretary of the Confederate Navy, is a forgery, raises a question which cannot be ignored, and which, we regret to think, affects either the good faith or the sense of responsibility of the Washington Government. We have before us the undoubted facts—first, that this report is a fabrication; and next, that it was submitted by Mr. Adams to Earl Russell as a genuine document. It is again certain that it was directly calculated to raise a conviction in the minds of Her Majesty's Government favourable to the views of the Washington Cabinet, and damaging to the Confederacy. If Mr. Seward knew, or had reasonable ground to believe, that the report was fictitious, it is inconceivable on what plea, not discreditable to himself and his Government, he could instruct Mr. Adams to communicate it to Earl Russell. Is there any ground, then, for believing that he had cause to suspect the character of the report, or that he had sufficient evidence before him for believing it to be forged? Th is is the point to which we should address ourselves. If matters comparatively little when traced to the forgery. But if American statesmen endorse documents of whose genuineness they have no proof, and of whose fictitious character there is a reasonable presumption, we must suspend our judgment upon the reports they submit to us in future, till we have some more reliable proof that they are to be depended upon than the assurance of a Federal Minister.

The report in question pretended to be the official report of Mr. Mallory, the Secretary of the Confederate Navy, and, as such, was communicated to our Government in the beginning of the present year. Nothing could have been better timed for Mr. Seward's purposes than the discovery of this report had it been genuine, for it furnished distinct evidence with regard to the supposed transactions of the Confederate Government with British ship-builders. It made Mr. Mallory say, "in accordance with the order of the President, early in the present year, I despatched several agents to England and France, with orders to contract for eight iron-clad vessels suitable for ocean service," and proceeded to represent him as complaining that the British Government had seized these vassels, "which were to be provided with rams," in order to break the blockade. Earl Russell must have been somewhat surprised to find the Minister of so able a statesman as President Davis blabbing vital secrets of State in so open-mouthed a manner; and we suspect that Mr. Seward chuckled amazingly when he heard that the English Attorney-General had pronounced the alleged report "unquestionably" genuine. Mr. Seward knew better. From whence did this report emanate? Earl Russell took it from Mr. Adams, who got it from Mr. Seward and, however he might have been inclined to suspect it, had he read it in a newspaper, he could hardly suppose that Mr. Seward was in the position of a country bumpkin who had fallen in with skittle-sharpers. Mr. Seward had means of testing the character of the document. He at least knew that it had not appeared in any of the Southern papers. Those papers regularly find their way into the Federal States, and are quoted by the Federal press. It is not to be supposed that Mr. Seward is less alive to their importance, or less acquainted with their contents, than the New York editors. Were the report genuine, the alleged report appeared in none of the Southern journals, and that it came to him only on the authority of a New York paper, he was bound to satisfy himself with regard to the source from which it was derived. If he obtained no better explanation of its origin than has been given by the newspaper on which it first appeared—the *New York Sun*—it was an act of gross rashness, to say the least, to send it to Earl Russell as a reliable report. That explanation really amounts to nothing. The *Sun* neither admits nor denies the charge of forgery, nor accounts for the way in which the document came into its hands, but evades the issue, while it tells the charge in a manner which suggests much but defines nothing. Asked whether the report was not fabricated under its own roof, it replies:—"The roof of the *Sun* building covers a very large surface, and we are not prepared to vouch for anything manufactured beneath such an immense covering." Asked if the editors did not know, when they published the report, that it was forged, it says:—"The editors of the *Sun* have no better means of knowing that the rebel papers they receive by express from Virginia are forgeries than the editors of the *News*." It is inconceivable that Mr. Seward should see the report and not trace it to the *New York Sun*, or should trace it to that paper, and not ask its editors where they got it. If they had a better explanation than this to give him of its origin, no doubt they gave it. What is it? We are not told. We are forced, therefore; to the conclusion, either that Mr. Seward accepted an unsatisfactory explanation, and became the accomplice of the *Sun*, or that he took the report as granted solely because he saw it in a New York newspaper, and endorsed it over to the British Government as a genuine document.

Apart from its intrinsic improbability—and had it been genuine, the Confederate Naval Secretary must have been nothing less than an incorrigible blockhead—the *Sun* itself, on the face of the report which could hardly have failed to strike Mr. Seward as suspicious. It was addressed to the Speaker of the Confederate House of Representatives—a patent and impossible informality. English statesmen may, perhaps plead ignorance of the forms of the Confederate Government; but not so Mr. Lincoln's ministers. They have as little claim to this apology as Earl Russell would have, had England been for three years at war with a rebel Government in Ireland. What, then, are we to conclude? We should be sorry to be forced to say that Mr. Seward has knowingly palmed off an imposture upon her Majesty's ministers. But if he can be relieved from this charge the alternative is inevitable, that he has been the dupe of a trick from which a very slight exercise of caution would have saved him. The thing has an ugly look. When Mr. Seward has to cope with a statesman of the know a hawk from a handsaw, when it is his interest to distinguish between the two. And when we find him putting his imprimatur upon a clumsy forgery which tells in his favour, without doing anything to test its veracity or condescending to notice its strong inherent improbability, we must, for the future, trust him as Hamlet trusts Rosencrantz and Guildenstern.

OCEAN TELEGRAPHS.

(From the Morning Post, April 18.)

OUR Paris correspondent lately gave an account of a plan for laying an electric telegraph cable between Europe and America.. Notwithstanding the far greater distance, India will soon be fewer hours from England than America is days so far as telegraph communication is concerned. There are two principal factors upon which the solution of the problem of oceanic telegraphy depend. One of these is the nature of the cable which is to carry the electric wire. The other is the surface over which this cable is to be laid. Naturalists tell us that ten miles in perpendicular depth of the earth's crust are within the sphere of scientific observation. The loftiest mountains are about five miles high; the profoundest seas that we fathomed are about that depth. Sea maps show us the Atlantic Alps which a few hundred miles to the west of Ireland, present a steep decline of some thousand feet. Three-fourths of the surface of this planet are covered with water. Our world, the dry land, is but a mere fraction of it. Yet on this one quarter on which we live there are mountains—like the Himalayas—which rear their crests far above the snow line into the region of eternal winter, to a vertical distance of more than five miles above the general surface. The peak of Dwaligiri is near twenty-nine thousand feet above the level of the sea. It is probable that in the unexplored depths of the great Pacific the islands that look on its surface are much more than five miles' distance from the land at the bottom. Curious reflection for the voyager that there is only a plank between him and perhaps ten or twenty miles of perpendicular brine. Compared with this vast ocean, the broad Atlantic, deep as it is, is probably a mere shallow. But whatever depth there may be, whether miles or fathoms, any duration of a mile, every degree between that and nothing must exist, measuring from the deepest part to low water mark on either shore, where, at ebb tide, the ripple chafes against the sand and whitens it with its foam. Then again, the existence of islands, which are only the tops of mountains under the sea, is another telling fact of the inequalities of surface which prevail far from the shores of the continents. Sandbanks and shallows teach the same lesson. In a word, we cannot doubt that the configuration of the earth's crust beneath the sea is pretty much what it is as we know it above the water line. Not that it is so abruptly rugged and regular. There is reason to believe that the action of the waters has rounded and smoothed off asperities. Stone rocks here and there may present a sharply defined outline, but the inequalities of the general surface are probably very gradual.

But there is another cause of the presumed absence of sharp projections on the submerged surface of our globe. There must be a melting agency somewhere of animal life, in the seas which cover three quarters of this earth than there is on the dry land; and whatever lives in the waters lies down to die on the bed of the ocean. The substance brought up by soundings in deep seas invariably consists of what was once part of living organisms, swimming about, a teeming order of creatures for prey, and being in turn hunted itself. A shoal of herrings is several miles long, and as many broad; perhaps in deep waters it is also miles in perpendicular extent. A whale is the largest animal of which we have any authentic knowledge and if krakens have existed, or exist now, a single specimen must contain as much animal matter as the Eddystone rock or Bell Rock. The remains of the inhabitants of the sea all serve to form so much padding to line the bottom of it as with a soft cushion. It is not likely, therefore, that an electric telegraph cable laid across the Atlantic would meet with perpendicular gaps and chasms of great width, from brink to brink of which it could be suspended for miles like the overhead house telegraph across streets, and thus break itself by its own weight if it were not made unreasonably ponderous. But if there were such chasms, that would be an additional reason for having it made as light as possible. To unite the maximum of strength with the minimum of weight, sufficient to make it sink at all, is the great problem. The greatest danger of the cable parting is in paying it out from the ship when it is being laid down. This is another reason why it should be made as light as possible—of course with a specific gravity adequate to sink it.

Now, in the plan alluded to above, it is maintained that a copper wire conductor, covered with a Manilla hemp insulator, is the lightest cable that can be made, and is yet quite heavy enough to sink, and strong enough to hold together and bear any strain to which it will probably be subjected. The waters of the sea, at a comparatively very short distance below the surface, are perfectly still even in the most violent tempests. Is there nothing, that in our Channel—a mere ditch compared with deep seas—the telegraphic cables at the bottom are never disturbed by tides and currents, much less by agitation produced by storms on the surface, but only by travels and anchors. Of course there may be marine monsters at the bottom of the great ocean of which we know nothing, and the wider the extent traversed by the cable the greater the chance of disturbance from huge living creatures. If the cable, in any part of its course, were to pass from one submarine precipice to another, like the over-house telegraphs across the Thames, the chances of great fish coming into contact with it and snapping it asunder would be increased. Still no strength that we could give it by means of iron wire could enable it to stand this shock any better than a simple coating of hemp. The weight of the capable intended to be laid across the Atlantic is described as so great that there is no ship in the world except the Great Eastern that will carry it. Its cost, too, is represented as being quite as heavy as the specific gravity. The two thousand three hundred and odd miles of it, at £300 a mile, the estimated cost, will amount to near three quarters of a million sterling. If the statement before us be accurate, there have been several failures of much shorter cables than this but made on the same principle, through their great weight rendering them unwieldy and unmanageable. It seems that the Falmouth and Gibraltar cable cost £300 per mile, and when made it was declared to be useless. It was impossible to lay it down, its weight being so great as to break of itself. So after lying idle for a couple of years, it was laid down in shallow water along the Barbary coast between Malta and Alexandria. The Atlantic, the Red Sea, and the Algiers cables are all stated to have destroyed themselves through their too great weight. If these data be sound and the inference deduced from them valid, it is not difficult to foresee what fate awaits the Atlantic cable which the *Great Eastern* is to lay down in 1865. This is a subject well worth the attention of the scientific world.

QUEEN VICTORIA'S VISIT TO LOUIS PHILLIPPE.

(From Memoirs of a Minister of State. By F. Guizot.)

TOWARDS the end of August, 1843, the session of the Chambers having terminated, the royal family and the cabinet left the capital. The King was enjoying his summer vacation at the Chateau d'Eu; the Prince de Joinville and the Duke of Aumale went to pass some days at London and Windsor; the Duke of Nemours held a camp of ten thousand men at Plean in Brittany; I reposed at Val Richer from the fatigues of the session. Returning to Paris on the 23rd of August, I received a call from Lord Cowley to inform me that Queen Victoria was on the point of paying a visit to the King at the Chateau d'Eu, and that Lord Aberdeen would accompany her. He had only as yet received the information by a letter from Mr. Henry Greville, but he considered the fact as certain. I instantly despatched a courier to the King, who replied on the following day the 26th of August: "Yes, my dear minister, (I begin like Racine's Agamemnon,) I have every reason to believe we are about to receive at Eu a royal visit from Queen Victoria and Prince Albert. She has entrusted my sons, who arrived this morning, with all her messages. She only requires us to keep till the 30th of August a secret which is no longer one; because, she says, the execution of this project might be impeded by publicity. I therefore think it important, and I have just written to this effect to Duchatel, that our official or ministerial gazettes should not take initiative of the news, that they should express doubt in publishing it, and that they should speak always of the unsettled state of the weather and the sea particularly in September. The Queen intends to be at Brighton on Monday, to embark there to visit some English ports in the Channel, and thence to proceed to Treport, taking perhaps a French pilot at Cherburg. Be so kind as to name this to Admiral Mackau. I conclude that the authorities by land and sea will attend to their duty for salutes from all the forts batteries, and men-of-war, in case Her royal flag of England should appear at Cherburg. However you shall have full intelligence, I hope. Here I am badly supplied with four invalids to serve six guns, although the Marshal ordered thirty last year. I have told General Teste to send them by post from Douai. This to faciliate the secret. Then, we must have plate and china. I am ashamed of their beauty. The rooms are another embarrassment. Fortunately Peckham has a dozen wooden huts intended for Algiers, which I shall set up in the garden of the church and furnish them as well as we can. I have ordered 60 beds from Neuilly, and have sent to Dieppe for sailcloth, which they can pay with tar, to cover the roofs. This will be a sort of *smalah*, in which the Duke of Aumale will set the example of sleeping, as he did of charging the *smahla* of Abd-el-Kader. I have ordered a play for Monday, for the Queen expects to arrive on Saturday the 2d. It is settled that Lord Aberdeen comes with her. This seems to indicate to us the invitation of Lord Cowley. Have the goodness to tender it on my part to Lord and Lady Cowley, and Miss Wellesley. As to yourself, my dear minister, you will come when you please, but I advise you not to let it be later than Thursday, that we may have time to understand each other thoroughly, and to talk matters well over before the broadside is poured in. I shall also want you to see Admiral Mackau here; *but you will have to excuse the accommodation, which will be very indifferent. Never mind*; all will go on excellently well. Good night, my dear minister." At Paris, and wherever the news spread, a great effect was produced. Satisfaction for some, discontent for others, surprise for all. Amongst some members of the diplomatic body ill-humour made itself felt in thoughtless and unworthy expression:—"The freak of a little girl; a king would not have acted so." And when they were answered, "a freak accepted by ministers who are not little girls," the ill-temper redoubled." Her ministers think only of pleasing her, they tremble in her presence, they must go and see her, the ambitious restrained themselves before the importance of the fact and the public sentiment. Impressions of the moment, and on the spot, are more truthful than the most tenacious reminiscences. I insert here textually a letter, in which, on the same evening, writing to Paris, I related the arrival and disembarkation of the Queen. At a quarter past five, cannon announced that the Queen was in sight. In another half-hour, we embarked in the royal barge the King, the Princes, Lord Cowley, Admiral Mackau and myself, to anticipate her arrival. We proceeded about half a mile, in the calmest sea, under a beautiful sky, and the land teeming with the entire population of the neighbourhood. Our six oars, under sail, dressed with French and English flags, saluted loudly and joyfully. The report of the cannon scarcely drowned the shouts of the sailors. We drew up alongside the yacht '*Victoria and Albert.*' We mounted the deck. The King and Queen were mutually effected. He embraced her. She said to me, 'I am delighted to see again *here*.' She descended with Prince Albert into the King's barge. As we approached the shore, the salutes of the cannons and crews of the men-of-war grew louder and more animated The land batteries repeated them. The Queen, as she placed her foot on shore, had the brightest expression of countenance I have ever looked upon: a mixture of emotions, a degree of surprise, of above all the most animated pleasure in this reception. Then the carriages and the journey. *God save the Queen* was loudly played, and there were as many shouts of *Long Live the Queen of England, Long Live the Queen of England* as of *Long Live the king!* Let us put faith in the power of just and simple ideas. This district loves not the English. It is Norman and maritime. In our wars with England, Treport was three times burnt, and pillaged I know not how often. Nothing would be more easy than to excite a popular passion which might embarrass us seriously; but it has been said and repeated, 'The Queen of England does an act of courtesy to the King, and must be correspondingly polite to her. This idea possesses the people, and has surmounted all recollections, passions, temptations, and parties; they have shouted and they will continue to shout *Long Live the Queen!* and they applaud *God save the Queen* with enthusiasm. We must take care only not to ask it from them for too long a time. I add, however, that another simple and more durable idea, peace, the advantage of peace, has become, and becomes daily more powerful. It prevails amongst the citizens and also with the reflecting and well-disposed sections of the people. It serves us greatly at this moment. They say often amongst themselves, 'When we want peace, we must endeavour to exchange abuse and make faces at each other.' This was understood to-day by all the world on this side of the Channel." As soon as we were alone, Lord Aberdeen said to me, "Take this, I beg of you, as a certain indication of our policy, on the Spanish and on all other questions; we shall talk thoroughly on all. It was his way to talk. The days were passed in general parties in presentations, in snatches of conversation in the drawing-rooms, in promenades. On Sunday, the 3rd of September, after Queen Victoria had been present at the English service in a hall of the Chateau arranged for that purpose, the King took her in a large *char a banc* entirely filled by the royal family, to the summit of a table-land which afforded and admirable view of sea and forest. The weather was beautiful, but the road bad, narrow, and full stones and ruts. The Queen of England laughed and amused herself at the idea of being thus jolted along in Royal French Company, in a sort of carriage quite new to her and drawn by six splendid, dapple-grey Norman horses, driven gaily by two postilions, with their sounding bells and brilliant uniform. Lord Aberdeen and I followed, with Lord Liverpool and M. de Saints Aulaire in another carriage. Lord Aberdeen had just had with the King a long *tete-a-tete*, by which he was satisfied and impressed. Satisfied with the political views and intentions which the King had opened to him, especially on the question of Spain; struck by the fertility of his ideas and recollections, by the rectitude and liberty of his judgment, by the natural and cheerful animation of his language. "The King has spoken to me without reserve and very seriously," said he to me. Lord Aberdeen and I talked as we drove along, a little of all things. He told me that for two months the Queen had projected this voyage, and had spoken of it to Sir Robert Peel and himself; that they had strongly approved of it requesting her to say nothing on the subject until the rising of Parliament, to avoid the questions, remarks, perhaps, censures of the opposition. "The Queen," added Lord Aberdeen, "would not go to Paris: she wished to pay a visit to the King and royal family, not to divert herself." In this conversation, I expressed a disposition to concert with him liberal modifications in our mutual tariffs, separately arranged by the two governments in perfect independence, rather than to conclude a solemn and permanent treaty. He seemed to accept my arguments, and I afterwards ascertained that he had said to Sir Robert Peel, "I incline to think that this would be better than a commercial treaty, the importance of which is greatly exaggerated, and never fails to excite, on both sides, numerous and violent clamour and complaint." On returning from the drive, the King had no sooner left his carriage than he asked me what effect their interview had produced upon Lord Aberdeen. "Good, Sire," I replied, "I am certain; but Lord Aberdeen has not given me any details, which I must wait for."

This slight delay gratified the King. He was patient in the end and for general results, but the most eager and anxious of men at the moment and in any particular case. Never did he appear more friendly, I might even say more affectionate to myself. "We are," he said to me on that day, "very necessary to each other. Without you I can arrest bad policy, but it is only with you that I can carry out good.

On Tuesday the 5th of September, during a royal drive, from which we requested permission to absent ourselves, Lord Aberdeen and I walked together for two hours in the park, conversing on all subjects, on both our countries and governments, on the East, on Russia in the East, on Greece Spain, the right of search, and the treaty of Commerce. A conversation, singularly free and frank on both sides, and in which we visibly enjoyed the pleasure that leads to confidence and friendship. I was more impressed than I could have believed with the expansion of Lord Aberdeen's mind, and the modest elevation of his sentiments. I found him at once extremely impartial and thoroughly English, a practical politician without contempt for principles, and liberal from justice and respect for rights although decidedly conservative. At the same time he seemed to me to have little taste for public and ardent controversy, and disposed to prefer, for the attainment of his object, slow and gentle proceedings. The marriage of the Queen of Spain was evidently, in his eyes, our great affair, and the right of search our leading embarrassment. "There are two things," he said to me, "on which my country is not tractable and myself less liberal than I could wish,—the abolition of the slave trade, and Protestant propagandism. On all other matters, let you and me think only of doing what appears best; I will undertake to ensure approval. The two points I have named unmanageable difficulties on the side of England, and great circumspection must be observed." I asked him what might be the strength in the House of Commons of the party called *Saints*. They all *Saints* on such questions, was his answer. I convinced him, nevertheless, that our Chambers would not compromise the understanding the abolition of the right of search, and that this international question was one for which a solution must be found, and a danger which called imperatively for termination. The visit ended with all the personal satisfaction and political effect which could have been anticipated and hoped. Queen Victoria departed on Monday, the 11th of September for her kingdom, leaving, between the two royal families and the minsters of the two states, the seeds of sincere confidence and rare friendship.

DIARIES OF A LADY OF QUALITY.

(From the Edinburgh Review.)

IN 1823, Miss Wynn went abroad with her mother, Lady Charlotte Williams Wynn, who was intimately acquainted with the (then) Dowager Queen of Wirtemberg, *nee* Princess Royal of England.

Stuttgard: Oct. 1823.—In the midst of the incessant gossip of the Queen Dowager, the subject of which is almost always *herself* and *her family*, some curious grains may be collected from a quantity of useless chaff. There is no topic on which she seems to me to show such good sense as in speaking of her children. I would here say: "It was of course very painful to me to receive him with civility; but I had no choice the least failure on my part might have been a sufficient pretence for depriving my husband and children of this kingdom. It was one of the occasions on which it was absolutely necessary to *faire bonne mine à mauvais jeu*." I have since heard that she gave her facilities for correspondence with her own family, at the time that the state of Europe would otherwise have made it nearly impossible. The Queen, who is always trying to puff off the conjugal tenderness of her husband, told my mother that he had the honor option when Liberation from the world received itself in thoughtless and unworthy expression:—"The freak of a little girl; a king would not have acted so." And when they were answered, "a freak accepted by ministers who are not little girls," the ill-temper redoubled." Her ministers think only of pleasing her, they tremble in her presence, they must go and see her, the ambitious restrained themselves before the importance of the fact and the public sentiment. Impressions of the moment, and on the spot, are more truthful than the most tenacious reminiscences. I insert here textually a letter, in which, on the same evening, writing to Paris. I related the arrival and disembarkation of the Queen. At a quarter past five, cannon announced that the Queen was in sight. In another half-hour, we embarked in the royal barge the King, the Princes, Lord Cowley, Admiral Mackau and myself, to anticipate her arrival. We proceeded about half a mile, in the calmest sea, under a beautiful sky, and the land teeming with the entire population of the neighbourhood. Our six oars, under sail, dressed with French and English flags, saluted loudly and joyfully. The report of the cannon scarcely drowned the shouts of the sailors. We drew up alongside the yacht '*Victoria and Albert.*' We mounted the deck. The King and Queen were mutually effected. He embraced her. She said to me, 'I am delighted to see again *here*.' She descended with Prince Albert into the King's barge. As we approached the shore, the salutes of the cannons and crews of the men-of-war grew louder and more animated The land batteries repeated them. The Queen, as she placed her foot on shore, had the brightest expression of countenance I have ever looked upon: a mixture of emotions, a degree of surprise, of above all the most animated pleasure in this

SHIPPING.

ARRIVALS.

JUNE	SHIPS.	COMMANDERS.	FROM
6	Amberwitch (s)	Stiff	Kurrachee June 3.
	Taptee (s)	Ellis	Surat June 5.

DEPARTURES.

JUNE	SHIPS.	COMMANDERS.	TO
6	Octavia		Bristol
	Mary Anne		Nacoda ..... Calcutta.

PASSENGERS SAILED.

Per Her Majesty's Steamer *Amherwitch*, from Kurrachee.—Mr Wates, and son; and 16 Telegraph's men.

The following vessels obtained their port clearances yesterday :—

Ship *King of Algeria*, W. Carphez, bound to Liverpool.
Ship *Tom Wilfer*, A. Cotter, bound to Liverpool.
Ship *Monarchy*, A. Day, bound to Madras.
Ship *Nadershaw*, Nacoda, bound to Zanzibar.

The following vessels began to load yesterday :—

Ship *British Empire*, for Liverpool.
Ship *Abd Rahimon*, for Calcutta.
Ship *Sebastian Cabot*, for Liverpool,

DAILY EXPORTS.

Bombay, Monday, 6th June 1864.

London.

Yarra—loose copper tiles, 61 tons 17 cwt., Nasmith & Co.; loose piece buffalo horns, 150 cwt., Grey & Co.

Liverpool.

Ambrose—100 bales cotton, 330 cwt., Muncherjee Cowasjee Mody; 54 bales cotton, 189 cwt., Ramcrustnâ Sozba & Co.; 3 cases woollen Shirts, 59½ dozens, Sozba Pinto & Co.

Ann Buckle—50 bales cotton, 175, cwt., Dharsey Jadowjee; 40 bales wool, 120 cwt., Lapail Mooljee; 4 bales cotton, 24 cwt., Mathooradass Soorjee; 50 bales cotton, 175 cwt., Thara Khemjee; 150 bales cotton, 525 cwt., S. S. Narielwalla; 100 bales cotton, 350 cwt., Ruttonsey Goculdass; 35 bales cotton, 122½ cwt., Vassunjee Jadhav.

Arracana—46 bales wool, 152 cwt., 1 qr. 14 lbs., 30 bales goat hair, 99 cwt 1 qr. 14 lbs., Jakub Sawoo & Co.; 48 bales cotton, 150½ cwt., Sorabjee Cowasjee Sawyr & Co.

Belle Isle—24 bales cotton, 84 cwt., Premchund Roychund; 100 bales cotton, 350 cwt., Jorawermull Sewlall; 60 bales cotton, 210 cwt., H. Clason & Co.; 59 bales cotton, 206¼ cwt., Bhugwandass Hurgeevun; 10 bales cotton, 35 cwt., Bhico Sozba & Co.

Black Eagle—15 bales wool, 45 cwt. Anundjee Poonja; 2 bales cotton, 7 cwt., Anundjee Poonja.

Bombay—60 bales wool, 180 cwt., Goculdass Tejpall.

British Empire—50 bales wool, 150 cwt., Manock Bhinjee; 24 bales cotton, 119 cwt., Bhoteep Ragovjee

Cambay—150 bales cotton, 525 cwt. S. Burstall & Co;

Caroline—71 bales cotton, 248½ cwt., Ludha Thobun; 32 bales wool, 96 cwt. Ludha Thobun.

Castilion—115 bales cotton, 402½ cwt., Roguath Ramchunder and Co.; 130 bales wool, 390 cwt., Muncherjee Dewchund; 65 bales cotton, 227½ cwt., Toolseydass Vurudass; 250 bags linseed 375 cwt., Veersey Mooljee.

Chemedoon—12 bales wool, 36 cwt., Heeruchund Sobagchund; 135 bales cotton, 472¼ cwt., Morarjee Pudomsey; 150 bales cotton, 525 cwt., Toolsydass Nurseydass; 50 bales cotton, 175 cwt., Hurree Govind.

Etna—250 bales cotton, 875 cwt., John Clover & Co.; 27 bales cotton, 101¼ cwt., Perbut Potsey.

Fanny Forsyth—100 bales wool, 350 cwt., Hurree Govind; 200 bales cotton, 700 cwt., Thakersy Vussonjee.

Glendower—147 bags Rapeseed, 214½ cwt., Ralli Brothers; 640 bundles galls, 320 cwt., Khimjee Visram & Co.; 143 bags sunseed, 214½ cwt., 3 bags linseed 4½ cwt., Coowerjee Mowjee.

Great Australia—7 bales cotton, 21 cwt., Heerjee Bhimsey & Co.; 100 bales cotton, 350 cwt. Kessowdass Goculdass, 22 bales cotton, 77 cwt., Heerjee Bhimsey & Co.; 50 bales cotton, 175 cwt., Noormahomed Datoobhoy sons & Co.; 33 bales cotton, 115½ cwt., Khimjee Persotum.

Havelock—47 bales wool, 141 cwt., Cursetjee Pestonjee Eranyi.

Harrowdale—250 bales cotton, 875 cwt., S. & N. Nanabhoy.

Henry Moore—300 bales cotton, 1,050 cwt., Combie sons & Co.; 100 bales cotton, 350 cwt., A. Belle & Co.

Herald—78 bales cotton, 273 cwt., Dewjee Bhimjee; 1 bale cotton, 3½ cwt., Dewjee Bhimjee.

Illustrious—31 bales cotton, 93 cwt., Vurdhman Poonsey and Co.; 150 bales cotton, 525 cwt., Treebhowan Jugjeevundass; 52 bales cotton, 182 cwt., Premanund Bhagwan; 129 bales cotton, 429 cwt., M. and B. Cursetjee Cama and Co.; 5 bales cotton, 17½ cwt., Kessonjee Petamber, 44 bales cotton, 154 cwt., Lalljee Hemchund and Co.; 9 bales cotton, 31½ cwt., Mottee Boga.

Jamsetjee Cursetjee—54 bales wool, 162 cwt., Vomersey Govindjee.

King of Italy—35 bales wool, 105 cwt., Veerjee Nursey and Co.; 65 bales cotton, 227½ cwt., Veerjee Nursey and Co.; 100 bales cotton, 350 cwt., Moorjee Moorjee.

Legenta—61 bales cotton, 213½ cwt., Davidut Damjee; 23 bales wool, 69 cwt., Girdhur Roopchund.

Matheran—4 bales cotton, 14 cwt., Jaitha Vullubjee; 100 bales cotton, 350 cwt.. Kessoo Wagga.

North East—100 bales cotton, 350 cwt., Khutow Khimjee.

Nydia—200 bales cotton, 700 cwt., Volkart Brothers; 200 bales cotton, 101½ cwt., Finlay Scott and Co.; 1 case coir yarn, 90 cwt., 250 bundles Linseed, 125 cwt., Thakersy Harreedass; 45 bales cotton, 157½ cwt., Stearns Hobart and Co.; 117 bales cotton, 409½ cwt., Volkart Brothers; 200 bales cotton, 760 cwt., M. and M. Heerjee and Co.

Ontario—25 bales cotton, 87½ cwt., Morarbhoy Virzbhookun; 50 bales cotton, 175 cwt., H. Classon & Co.; 100 bales cotton, 350 cwt., Nursey Jewrsj.

Owen Glendower—100 bales cotton, 350 cwt., M. and B. Cursetjee Cama & Co.; 1 bale cotton, 3½ cwt., Gooculdass Lilladhur; 50 bales cotton, 150 cwt., Bhara Tupun.

Sir Charles Napier—680 bundles coir yarn, 120 cwt., Mowjee Jaitha & Co.; 150 bales wool, 450 cwt. Bheemjee Girdher & Co.; 38 bales cotton, 133 cwt., Merwanjee Framjee & Co.; 24 bales cotton, 84 cwt., Poonumull Cheeneeram; 128 bales cotton, 448 M. and M. Heerjee & Co.

Sea King—100 bales cotton, 350 cwt., Vurdhman Poonsey & Co.; 200 bales cotton, 700 cwt., Macnee & Co.; 36 bales cotton, 126 cwt., Ludha Veerjee; 100 bales cotton, 350 cwt., Faznlhoy Hoolumbeem & Co.

Sebastian Cabot—193 bags linseed, 154½ cwt., Roysey Hurpar.

Sedburgh—51 bales cotton, 178½ cwt., Cooverjee Premjee; 200 bales cotton, 700 cwt., Mungesh Pandoorung.

Statesman—250 bales cotton, 875 cwt., M. and M. Heerjee & Co.

Strongbow—1 bale cotton, 3½ cwt, Premchund Roychund; 200 bales cotton, 700 cwt., Kursondass Madowdass.

Havre.

Gertrude—100 Bales cotton, 350 cwt., J. Siegfried and Co.; 80 bales cotton, 280 cwt., Dadabhoy Jamsetjee and Brothers.

Swiftsure—50 bales cotton, 75 cwt., W. Cassinath.

New York

Martaban—48 bales wool, 143 cwt., Canjee Bhanjee; 30 bales wool, 90 cwt., Lee and Brown; 80 bales wool, 90 cwt., Masindol Rogers and Co.

Marseilles

Steamer *Jeddo*—2 boxes sample of cotton, 2 cases sundries J. Siegfried and Co.

Southampton.

Steamer *Jeddo*—14 bundles silk, 1,498 cwt., Aladin Abibhoy.

Suez.

Steamer *Jeddo*—1 bundle raw silk, 90 lbs. Hajee Syed Jaffer Heerja; 3 bundles shawls, 73 Pieces Hajee Meerja Shaffee Misky, 1 package shawls, Finlay Scott and Co.

John Bright—loose sandalwood, 194 cwt., Rujubally Ally Rajah; 5 cases Cambay stone plair doll 86000 No. Vandrawan Jumnadass; 1 case Cambay stone goolmoungley 20,820 No.; 16 bundles E. teeth 12½ cwt., Nugindass Bhyoo.

FREIGHTS.

Liverpool ... Cotton (Going Ships) .....£2 10s. 0d. to £2 15s. 0d. p. ton
Ready Ships...£1 10s. 0d. to £1 15s. 0d.
Seeds.....£0 15s. 6d. to £1 0s. 0d. "
Cotton .....£3 5s. 0d. to £2 12s. 6d. "
London ..... Seeds .....£1 15s. 0d. Nominal.
Cases .....£2 10s. 0d. to £2 15s. 0d. "
Ivory .....£3 5s. 0d. to £3 10s. 0d. "

To Clyde ..... } Nothing doing.
To Hull..... }
To Chins ..... }
To Calcutta and back .....Rs. 15 to 16 and port charges.

VESSELS IN BOMBAY HARBOUR.

[c. l. signifies "commenced loading."]

FOR LONDON.

794 Robert Small, Darke—Forbes & Co. (c.l. June 1)
687 Winterthur, Seward— Huschke & Co. (c.l. May 21)
805 Yarra, Teasdale—Ewart, Latham & Co. (c.l. May 26)

FOR LIVERPOOL.

1466 Advance, Wyles—Stenhouse & Co. (c. l. Mar. 17)
534 Agincourt, Penrice—Lyon Brothers & Co. (c.l. May 19)
1361 Aisagar, Piterson—Martin, Young & Co. (c. l. May 17)
831 Ambrose, Daniell—F. Sigg & Co. (c. l. May 7)
964 Ann Buckle, Lyle—Ashburner, Bell & Co. (c.l. May 7)
1197 Aracana, Hatfield—Dady & Sorabjee. (c. l. April 21)
1096 Arran, Martin—Mazanee & Co. (c.l. May 30)
1340 Arundel—Ritchie, Steuart & Co. (c.l. May 30)
1035 Bavelaw, Hughes—John Clover & Co.
1180 Belle Isle, Webster—Ritchie, Steuart & Co. (c.l. May 23)
1547 Black Eagle, Bassett—John Clover & Co. (c.l. May 30)
931 Bombay, Sellars—Framjee, Sands & Co. (c. l. Mar. 10)
1346 Bosphorus, Anderson—W. Nicol & Co. (c. l. Mar. 11)
1414 British Empire, Jones—Mangesh Pandoorng.
750 Cambay, Jackson—Finlay Scott & Co. (c. l. May 26)
1133 Caroline, Atheridge. (c. l. May 30)
1350 Castilian, Welburn—W. Nicol & Co. (c.l. May 20)
1549 Chasmerdon, Gibson—J. Clover & Co. (c.l. April 29)
1066 Cyprus, Peel—W. Nicol & Co. (c. l. April 7)
949 Etna, Hughes—J. Clover & Co. (c.l. Mar. 28)
1343 Fanny Forsyth, Cooper—Bates & Co. (c. l. March 28)
1194 Floating Light—J. P. Cornforth & Co. (c. l. May 28)
1359 Feronia, Hutchinson—Cornforth & Co. (c. l. May25)
849 Forest Queen, Roy—E. Bates & Co. (c.l. April 2)
1069 Forganhall, Wood—J. P. Cornforth & Co. (c. l. May 28)
848 Gertrude, Spelling—Ewart & Co. (c. l. May 28)
780 Glendower, Hughes—B. H. Cama. (c.l. May 5)
1241 Gloucestershire, Tomlinson—Ritchie, Steuart & Co.
1454 Golden Dream, Brown—Lawrence & Co. (Discharging.)
1669 Great Australia, —Lawrence & Co. (c. l. May 19)
894 Harold, Peedeline—F. Sands & Co. (c.l. May 19)
1124 Havelock, Gandy—Rennie, Scovell & Co. (c. l. May 6)
1562 Harmondale, Brady and Walker. (c. l. May 12)
1117 Henry Moore, —Rennie, Scovell & Co. (c. l. May 3)
1173 Illustrious, Watson—Stenhouse & Co. (c. l. May 13)
893 J. Cursetjee, Foster—E. Bates & Co. (c. l. Mar. 5)
1709 King of Algeria, Murphy—W. Nicol & Co. (c.l. Apr. 6)
1363 King of Italy, Browne—Campbell, Mitchell & Co.
900 Lepanto, Martin—Dirom, Hunter & Co. (c.l. May 25)
1194 Matsura, Steward—The Captain. (c. l. May 23)
1780 Mistress of the Seas, Pain—R. M. Seedick.
1240 Mistress of the Seas, Orkney—Rennie, Scovell & Co.
776 Matheran, Allen—J. W. Wright & Co. (c.l. June 1)
833 Nydia, Pearson—Cardwell, Parsons & Co. (c. l. May 24)
110 North East, Boyd—M. N. Bhownagaree. (c. l. May 2)
1063 Ontario Vellacott—Ewart, Latham & Co. (c.l. May 5)
999 Owen Glendower, —Macnee & Co. (c. l. April 25)
1238 Princess Alexandra—J. Clover & Co. (c. l. April 4)
227 Queen of the Mersey—Ewart, Latham & Co. (c. l. May 12)
939 Sattara, Killick, Nixon & Co. (c. l. May 18)
1161 Simoom, Murphy—Ashburner, Bell & Co. (c. l. Apr 12)
1161 Sir Charles Napier, Bell—E. Bates & Co. (c. l. May 2)
1071 Sea King—P. of W. S. Co. Limited. (c. l. May 19)
1075 Statelie, Campbell—Coupland & Co. (c. l. April 28)
1227 Strongbow, Crombie—B. Shipping & Co. (c. l. May 23)
1191 Shannon, Dowden—W. Nicol & Co.
614 Sedberg, Robert—M. Pandoorung. (c.l. May 28)
1432 Tim Whiffler, Cotter—J. Clover & Co. (c. l. April 7)
1193 Thunderbolt, Wetherell—O. S. & Co. (c. l. May 23)
1250 Victoria Crescent, Leask—Coupland & Co.
1012 Vicksburg, Scott—M. N. Melissa. (c. l. May 9)
399 Wabeno, Fillan—Finlay Clark & Co. (c.l. May 21)

665 Gertrude—Macindoe, Rogers & Co.
1326 Swiftsure, Mayhew—Wallace & Co.

FOR THOMAS FOR ORDERS.

722 Saltana, Williams—Lyon Brothers & Co.

FOR CALCUTTA.

959 Avabhoy, Marr—John Clover & Co. (c. l. March 13.)

FOR MOZLMAIR

646 Jessie Coffin, Caffin—Coupland & Co.

FOR BATAVIA.

560 Almonde, Sims—Volkart Brothers.

FOR NEW YORK.

781 Martaban, Hepburn—W. Nicol & Co.

FOR SINGAPORE.

1294 Tweed—Leckie & Co.

FOR KURRACHEE.

364 Ann Jenkins, Barker—W. Nicol & Co.
811 Northumberland, Miller.

NOT FIXED.

775 Adelaide, Richardson—Wallace & Co.
611 Alicia, Anderson—J. W. Wright & Co.
Alligator, Kacoda.
Amazon—Danneberg Fulcher, Cooper & Co.
784 Atiet Rahemon, Jones.
952 Admiral, Smith—Lawrence & Co.
1351 Annie, Barker—W. Nicol & Co.
175 Anne Royden, Affleck—Lyon Brothers & Co.
368 Atalanta, Lostos.
679 Asteroid, Gardener.
1599 Asseye, Thomas—B. H. Cama.
761 Bhooj Nuggur, Bonnett.
474 Camila, Crockett.—Forbes & Co.
674 Campbell, Bain's Wall, Jon—W. Nicol & Co.
1142 Catherine Ranken, McMillan—B. H. Cama.
998 City of Amoy, McMellan—Finlay, Clark & Co.
531 City of London, Ferguson, Finlay, Clark & Co.
1031 Clifton Belle, Bird—Coupland & Co.
1209 Challenge, Lord—W. Nicol & Co.
1119 Contest, Ams—Coupland & Co.
1069 Culloden, Slater—W. Nicol & Co.
769 Daphne, Foreman—Grey & Co.
909 Dolbadren Castle, Mesnard, S. & N. Nanabhoy.
1198 Duleep Singh, Jennings—W. Nicol & Co.
1145 Ellen Stuart, Lyons—J. W. Wright & Co.
1047 Earl of Dalhousie, Campbell—A. H. Huschke & Co.
810 Eloisa, Philpott—B. H. Cama.
304 Fatul Currim—H. M. Sedick.
575 Favorite, Benti.
624 Fort William, Castle.
1197 Hannibal, Richardson—W. Nicol & Co.
1849 Henry Fernie, Page—W. Nicol & Co.
1353 Herefordshire, Walker—Ewart Latham & Co.
1197 Herald, McGarth—Lawrence & Co.
1319 Indus, Hicks, P. & O. Co.
1236 Lancastrian, Donaldson—Lyon Brothers, & Co.
1263 Longwood, Peterson—Western India S. Co.
364 Marie Leonie—Joseph.
1069 Maldon, Scott—Ritchie Steuart & Co.
503 Marguerite, Bertin—Coupland & Co.
776 Monarchy, Day—Mahomed.
521 Morning Star, Taverner—Dossa Cirpall & Co.
517 Ningpo, Miners.
1169 Owasgandy, Brown—E. Bates & Co.
606 Pearl, Browne—H. M. Sedick.
1312 Pride of the Ocean, Anderson—B. H. Cama.
924 Prince of Wales, Hunter—Lawrence & Co.
151 Romania, Cruikshank—P. of W. Ship. Co. L.
296 Rory O'Moore, Leach—C. & Manockjee. (For sale)
761 Sailor Prince, Ramsey—Souza, Pinto & Co.
1009 Sebastian Cabot, Steele—Ewart, Latham & Co.
1533 South Carolina, Shapcott—Coupland & Co.
265 Sturdy (s)—Ritchie, Steuart & Co.
959 Soorooj, Symington, Limrong—Macnee & Co.
1169 Sparkler, McLoughton—W. Nicol & Co.
370 Southern Cross, Milman.
1169 Southern Belle, Dunnaston,—W. Nicol & Co.
932 St. Bernard, Mason—Rattonjee Eduljee, Esq.
1236 Sydenham, Harding.

COMMERCIAL.

BOMBAY DAILY BILL, SHARE, AND STOCK LIST

EXCHANGE

On what Place.	Terms.		Rates.
London Banks	6 months' sight ...		2s. 0¾d.
Do. Credits	Do.	do. ...	2s. 1d.
Do. Documents.	90	do. ...	2s. 1 3/16d.
Calcutta	At sight		100½
Do.	30 days'	sight.....	99½
Do.	60	Do. do.	99
Madras	30	Do. do.	100
China	60	Do. do.	225.

SHARES.

Names.	Paid up	Last Half. yearly	Dividend	Rates.
BANKS.	Rs.			
Agra Bank	500	5	pr. ct.	200 pr. ct. pm.
Bombay Bank	1,000	8	do.	274 pr. ct. pm.
Bank of India	150			88 pr. ct. pm.
Broker's Banking Company	100		.....	47 pr. ct. pm.
Central Bank	250	6	do.	160 pr. ct. pm.
Commercial Bank ...	500	6	do.	185 pr. ct. pm.
Chartered Bank of India, A. & China	200	5	do.	160 pr. ct. pm [incidg. n. sh.
Chartered Mercantile Bank of India, London and China	250	10	do.	338 pr. ct. pm.
Asiatic Bank Corptn.	120		.....	238 pr. ct. pm.
Oriental Bank Corporation	250	8	do.	200 pr. ct. pm.
Madras Bank	1,000	12	do.	150 pr. ct. pm.
Royal Bank of India	175		.....	98 pr. ct. pm.
Comptoir d'Escompte de Paris..	200	4½	do.	75 pr. ct. pm. [nominal.
Bombay Presidency Bank			.....	24 per ct.
East India Bank			.....	12 per ct.
PRESS COS.				
Apollo Press Co. ...	11,000	1,800	per share.	Rs. 24,000 p.sh.
Colaba Press Co. ...	2,700	300	do.	Rs. 6,000 p.sh.
Fort Press Co.	3,667	575	do.	Rs. 14,300 p.sh.
Hydraulic Press Co.	4,000	350	do.	Rs. 2,300 pm.
Siphitatone Inland & Press Company Limited				
One whole Share consisting of				Rs. 80,000 pr. share.
1 A Share..	6,000	430		
1 B Share...	6,000	170		
1 C Share...	6,000		.....	
2 Frere Press Co's Shares.....	1,500		.....	
Victoria Land and Press Co.	4,000	150	do.	Rs. 38,000 pm.
Bombay Press Co....	1,400		.....	Rs. 3,000 pm.
Framjee Cowasjee Patent Press Co.	1,500		.....	Rs. 3,000 pm.
RAILWAY COS.				[nominal.
G. I. P. Railway Co. Consolidated Stock	218-3-0		pr. ct.	Rs. 8 pr. ct. pm.
Do. New £20 shares	130.14.6	2½	do.	Rs. 12 prem.
Bombay, Baroda & C. I. R. Co.	1,000	2½	do.	Rs. 6 pm. nml.
SPINNING & WEAVING COS.				
Bombay Spinning & Weaving Co.	5,000	500	per share.	Rs. 1,200 prem.
Great Western Spinning & Weaving Co.	1,100		.....	Rs. 300 prem.
Manockjee Pitty's Spinning & Weaving Co.	850		.....	Rs. 200 prem.
Oriental Spinning & Weaving Co.	2,500	140	Rs. p. share	Rs. 300 prem.
Royal Spinning and Weaving Co.	1,500		.....	Rs. 400 prem.
Victoria Spinning Company	5,000		.....	Rs. 3,000 prem.
Coorla Spinning Co.	5,000	7½	per cent.	Rs. 1,500.
Bombay United Spinning & Weaving Company	1,000	10	do.	Rs. 450 prem.
East India Press Co.	200		.....	Rs. 250 prem.
MISCELLANEOUS.				
Colaba Land Co. ...	10,000	Rs. 12,000		Rs. 4,800
House and Land Investment Co.	900		.....	Par.
Bombay Coolies & Building Co.	150		.....	Rs. 65 pm.
Bonded Warehouse.	600		.....	Par.
Bombay Shipping Company	*		.....	
Iron Ship Co.	1,500		.....	Rs. 4,000 nol.
Oriental Ship Owning Association...	1,000		.....	109 prem.
Princess Ship Company	750		.....	Rs. 400 pm.
Union Shipping Co.	1,000		.....	Par.
Limited	1,000		.....	Par.
Western India Ship Company	1,000		.....	Par.
Bombay Coast and River Steam Navigation Co.	1,500	20	per ct.	Rs. 2,000 pm.
Treacher & Co. (Limited).....	250		.....	8 pr. ct. pm.
Gas Coffee Co.	250		.....	500 prem.
Bombay Gas Co.	50		.....	8 pr. ct. no m.
East India Cotton Agency	50		.....	Par.

GOVERNMENT SECURITIES.

Four Per Cent. Transfer Loan...	...	98
" Loan 1835-36 ...	...	} 98
" Loan 1842-43 ...	...	
" Loan 1854-55 ...	...	
New Five per Cent. Loan	...	106½
Five-and-a-Half Per Cent. Loan....		116

PRICES OF BULLION, &C.

Sovereigns, each.....	Rs.	10-3-0
Bank of England Notes.....	"	10
Spanish Dollars.....	"	210
Carolus	"	200
Mexican Dollars.....	"	230
German Crowns.....	"	214½
Five-Franc Pieces	"	223
Bar Silver	"	105-8
Gold Leaf	"	16-6

PRICES CURRENT (2nd June 1864.)

COTTON at Colaba	Per candy.
New Broach and Surat (ready.).....	Rs. 600 to 610
New Dhollera, (ready.).....	" 610 to 615
New Bhownuggur, (ready.).....	" 610 to 615
New Oomrawutee.....	" 575 to 595
New Comrawur Sanguad	" 555 to 560
New Barsee and Nuggur	" 560 to 570
New Veeravul	" 540 to 545
New Khandeish	" 540 to 545
New Foraskee	" 530 to 540
New Accote	" 605 to 610
New Mangalore.....	" 540 to 545
New Hinghungunt	" 660
OPIUM—Malwa, Rs. 1,430 to 1440.	
SEEDS—Linseed, Khandeish ...at Rs. 6-6 to 6-8 per cwt	
Rapeseed, Guzerat ...	" 6-6 to 6-8
Gingelly mixed (Black and White)	" 32 to 34.
Niger	" 27 to 28 Nominal.

THE BANK OF HINDUSTAN, CHINA AND JAPAN, (LIMITED).—CAPITAL TWO MILLION STERLING, IN 20,000 SHARES OF £100 EACH.

Head Office—16, *Cornhill, London.*

BOARD OF DIRECTORS.

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MICHEL E. RODOCANACHI, Esq.
SPIRIDION MAVROJANI, Esq.

Committee in Bombay.

D. SASSOON, Esq., *Chairman.*
The Honorable PREMBAHOY HEMABHOY.
HAJI ESMAIL HAJI HUBIB, Esq.

Bankers.

LONDON.....The Bank of England.
Do. .....The Alliance Bank of London & Liverpool, (Limited.)
LIVERPOOL.....Do. do.
MANCHESTER.....Do. do.
SCOTLAND .....The National Bank of Scotland.
IRELAND .....The National Bank.

The Bank grants drafts on London, Liverpool, or Manchester, at the following rates of Exchange :—

Six months' sight.....	at 2s.	0¾d.	per Rupee.
Three " "	2s.	0¾d.	do.
Two " "	2s.	0¾d.	do.
One " "	2s.	0d.	do.
On demand on Bank of England.	1s.	11¾d.	do.
On Scotland and Ireland	1s.	11¾d.	do.

Circular Notes payable in Egypt and the principal towns on the Continent of Europe..... issued on *the Bank of England*, on *Scotland* or *Ireland* are issued payable *on demand* only.

To prevent disappointment to persons at a distance who may purchase the Bank's Bills on Europe, the Manager will, whenever so desired, forward the first of exchange direct on being furnished with the address of the person to whom the Bill is to be sent. *In all instances where a Bill is required in favor of a lady, her Christian names must be given in full.*

The Bank will negociate Bills payable in London, Liverpool, Manchester, and Ireland, on purchase or grant drafts payable in Calcutta, Hong Kong or Shanghai.

CURRENT ACCOUNTS.

Interest allowed at 2 per cent. per annum on balance exceeding Rs. 500 and not more than 50,000, and one per cent. per annum on balances exceeding Rs. 500 and not more than Rs. 500.

Interest is not allowed on balances of more than Rs. 50,000 except by special arrangement.

FIXED DEPOSITS.

Subject to 12 months' notice of withdrawal 6 per ct. per an.

do.	9	do.	5½ do.
do.	6	do.	5 do.
do.	do.	do.	4½ do.
do.	3	do.	4 do.

Notice of withdrawal may be given either when the money is deposited or at any future time. If the deposit be taken in the Bank's draft on Europe, the notice of withdrawal will generally be dispensed with.

The Bank reserves to itself the right of paying off or of modifying the terms of Fixed Deposits, on giving one month's notice.

Deposits of Rs. 100, and not exceeding Rs. 50,000, are received by the Bank subject to 15 days' notice of withdrawal on either side, and interest allowed thereon at 2 per cent below the Bank of Bombay minimum rate of discount, rising or falling therewith, but in no case will a higher rate than 4 per cent. be allowed on balances of this class.

Unless money shall have been lodged 15 days prior to the notice of withdrawal, no interest will be allowed.

Government Paper and other Securities received for safe custody, and the interest remitted by the Bank's draft, free of charge.

The Bank will procure enfacement of Government Paper on account of Constituents and forward the same to the Head Office without charge.

It is particularly requested that all orders or Hoondees may be made payable to, and all communications addressed "*The Manager, Bank of Hindustan, (Limited,) Bombay,*"

W. F. WESCHE, Acting Manager.

Bombay, 2nd June 1864.

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.—Paid-up Capital—£644,000

INCORPORATED BY ROYAL CHARTER.

London Bankers. { The Bank of England. (The City Bank.

Branches and Agencies.

Bombay, Kurrachee, Calcutta, Rangoon, Singapore, Batavia, Hongkong, and Shanghai.

BOMBAY AGENCY.

EXCHANGE.

The Bank's Agency in Bombay grants Bill's of Exchange on The City Bank, London, at the following rates, viz :—

6 months' sight (not under £250) at 2s.				1d. per Rupee
4	Do.		at 2s.	0¾d. "
3	Do.		at 2s.	0¾d. "
2	Do.		at 2s.	0¾d. "
1	Do.		at 2s.	0¾d. "
On Demand (Head Office)			at 1s.	11¾d. "

DEPOSITS.

Interest is allowed on CURRENT ACCOUNTS at 2 per cent. per annum, on the daily balance, and on Fixed Deposits, as follows :—

Repayable in one sum, at 3 months' notice, 3 per cent.				
Do.	6	do.	6	"
Do.	12	do.	6	"

No Interest allowed on Current Account Balances under Rs. 1,000, nor on Deposits above Rs. 50,000, unless by special arrangement.

REMITTANCE.

The Bank's Agency realizes Drafts or Hoondies on the Presidency for remittance to Europe in the Bank's Bills on London without charge.

All Drafts, or Hoondies, forwarded for realization, to be made payable to the "Chartered Bank of India, Australia, and China, or order."

When a remittance is to be made to a lady, her Christian name must be given in full.

COMMISSION.

On the sale or purchase of Government Paper, Bank Stock and other Securities, ¼ per cent.

The Bank receives Government and other Securities for safe custody, free of charge, the Interest or Dividends thereon being credited to account, or remitted home in the Bank's Bills.

On Interest or Dividends, or proceeds of Securities by sale, ¼ per cent. commission charged if the amounts be paid in India; if remitted home by the Bank, no charge.

On delivering up Securities, deposited for safe custody, ¼ per cent.

Bombay, 16th November 1863.

CHARTERED MERCANTILE BANK OF INDIA, LONDON, AND CHINA.

EXCHANGE.

The Bank grants Drafts on London, Scotland, and Ireland, Circular Notes negotiable in Egypt, Syria, and the principal Towns of Europe, at the following current rates of Exchange :—

On London, at 6 ms' sight at above £250			2s. 0¾d.	per Rupee.
"	4	do.	2s. 0¾d.	"
"	3	do.	2s. 0¾d.	"
"	2	do.	2s.	"
"	1	do.	1s. 11¾d.	"
"	On demand	do.	1s. 11¾d.	"
On Scotland	do.	do.	1s. 11¾d.	"
On Ireland	do.	do.		

Circular Notes for the use of Travellers on the Continent and to Europe Overland at 1 day's sight.. 1s. 11¾d. "

The Bank purchases Bills and grants Drafts payable in Calcutta, Madras, Ceylon, Hongkong, Shanghai, Singapore, Penang, Mauritius, Yokohama, and Tuticorin.

The Bank also draws on the Branches of the Bank of New South Wales.

INTEREST ALLOWED.

On Floating Deposits payable on demand if not less than Rs. 1,000, or above Rs. 50,000 at 2 per cent. per annum.

ON FIXED DEPOSITS.

Deposits for 3 months or longer 6 per cent. per annum.

Fixed Deposits may generally be availed of for the Bank Bills on London at advertised rates, without notice.

COMMISSION.

The Bank takes charge of Government Securities, Shares in Banks and other Companies, without charge, and realizes interests and Dividends thereon on the following terms :—

To be remittedin Bank's Drafts, without charge.

If to be paid in India, a Commission will be charged of a ¼ per cent.

On returning Government Paper, or Share Certificates out of safe custody, or when sold on paying the proceeds of such sale in India, a commission will be charged of ¼ per cent. But if proceeds are remitted on the Bank's Drafts without charge.

Commission charged on purchase and sale of Government Securities.

All letters should be addressed and all Hoondees made payable to the Agent, Chartered Mercantile Bank of India, London, and China. H. J. MARSDEN,

Bombay, 26th May 1864. Agent.

CENTRAL BANK OF WESTERN INDIA.—HEAD OFFICE, BOMBAY. CAPITAL ONE MILLION STERLING. PAID-UP CAPITAL SIX HUNDRED THOUSAND. RESERVE ONE HUNDRED THOUSAND.

OFFICES IN INDIA.

Calcutta, Madras, Sholapore, Surat, Ahmedabad, and Indore.

INTEREST ALLOWED.

On Current Deposit Accounts above Rs. 1,000 and not exceeding Rs. 50,000, repayable on demand, at 2 per cent. per annum.

On Deposits for 3 months certain 3 per cent. per annum

Do.	6	"	"	6	" "
Do.	12	"	"	6	" "

EXCHANGE.

Bills on London, at 6 months' sight 2s. 0¾d. per Rupee.

Do.	at 4	do.	2s. 0¼d. do.
Do.	at 3	do.	2s. 0¾d. do.
Do.	at 2	do.	2s. 0¾d. do.
Do.	at 1	do.	2s. 0d. do.
Do. on Demand		do.	1s. 11¾d. do.
Scotland and Ireland.		do.	1s. 11¾d. do.

Drafts at 6 months' sight are not granted for less than £25 and amounts under £20 are only drawn for payable on demand.

COMMISSION.

On the sale or purchase of Government and other Securities 5 per cent. on the amount realised or invested.

The Bank receives Government and other Securities for safe custody free of charge, the Interest or Dividends thereof being credited to account or remitted home in the Bank's Bills